CREAM!
RICH
THICK
CREAM
See
Last Page.
63-2

Hongkong Daily Press.

ESTABLISHED 1857.

ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1913.
Complete Edition ... $10.00
Smaller ... 6.00
Order now direct, or from the Agents.
Agents in all the Foreign Settlements throughout the Far East.

No. 17,307. 第一萬七千三百零七號 四十二月九年丑癸 HONGKONG, THURSDAY, OCTOBER 23RD, 1913. 四月十二年二國民華中 PRICE $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 9th June, 1913. [782

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KIOHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.
AGENTS FOR SAKITO AND OYUBARI Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, KOBE, OSAKA, TOKYO, YOKOHAMA, NAGOYA, SHANGHAI, HONGKONG, HANKOW.

Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union
AGENCIES:—
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Podder Street, Hongkong.
Hongkong, 24th April, 1913. [609

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 22nd September, 1913. [1101

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIRY GUNS in Variety.

Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 15th October, 1913. [1213

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No. 515. [56

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	...Every	15 minutes.
8.00	,, ,,	10.00	,, ... ,,	10 ,,
10.00	,, ,,	11.00	,, ... ,,	15 ,,
11.30	,, ,,	12.45 p.m.	... ,,	15 ,,
12.45 p.m.	,,	1.15	,, ... ,,	10 ,,
1.15	,, ,,	1.45	,, ... ,,	15 ,,
1.45	,, ,,	2.15	,, ... ,,	10 ,,
2.15	,, ,,	5.00	,, ... ,,	15 ,,
5.00	,, ,,	8.10	,, ... ,,	10 ,,

NIGHT CARS.
1.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

8.00 a.m.	to	10.30 a.m.	...Every	15 minutes.
10.30	,, ,,	11.00	,, ... ,,	10 ,,
11.45	,, ,,	12.00 noon	... ,,	15 ,,
12.00 noon	,,	1.00 p.m.	... ,,	10 ,,
1.00 p.m.	,,	5.00	,, ... ,,	15 ,,
5.00	,, ,,	6.00	,, ... ,,	10 ,,
6.00	,, ,,	7.00	,, ... ,,	15 ,,
7.00	,, ,,	8.10	,, ... ,,	10 ,,

NIGHT CARS as on Week Days.
SATURDAYS
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [1152

BREWER & CO.,

PEDDER STREET—(Adjoining Hongkong Hotel Main Entrance)
TELEPHONE No. 696.

The Red Saint, by Warwick Deeping ...	80
Whoso Findeth a Wife, by Wm. Le Queux	80
Autumn Glory, by René Bazin	1.50
The Mystery of the Green Heart, by Max Pemberton	1.50
The Judgment House, by Gilbert Parker	1.75
The Room of Secrets, by Wm. Le Queux	1.75

LETTS'S DIARIES 1914.
NOW IN STOCK.
Large Selection of New Sixpenny Novels, 4 for $1.00
[926

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *KOBE MARU* and *SAKAKI MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

1st Class Fares							
$ 40.00	Shanghai (Steamer) ...	...Lv.	Forenoon		Mon.	Wed.
	Dairen (,,)	...Ar.	,,		Wed.	Fri.
	,, (S.M.R. Train)	...Lv.	3.20 p.m.	Mon.	,,	Sat.
Y 14.95	Mukden ,,)	...Ar.	11.25 ,,	,,	,,	,,
	,, (,,)	...Lv.	11.50 ,,	,,	,,	,,
Y 11.50	Changchun (,,)	...Ar.	6.50 a.m.	Tues.	Thurs.	Sun.
	,, (Russian Train)	...Lv.	* 8.00 ,,	,,	,,	,,
R 9.60	Harbin (,,)	...Ar.	* 2.00 p.m.	,,	,,	,,

* Connecting at Harbin with: State Express from Moscow | Wagon-Lits for Moscow | State Express for St. Pet'g.

SOUTH BOUND.

Connecting at Harbin with: State Express from St. Pet'g. | State Express from Moscow | Wagon Lits from Moscow

R 9.60	Harbin (Russian Train)	...Lv.	* 10 a.m.	Mon.	Wed	Fri.
	Changchun (,,)	...Ar.	* 6.30 ,,	,,	,,	,,
	,, (S.M.R. Train)	...Lv.	7.00 ,,	,,	,,	,,
Y 11.50	Mukden (,,)	...Ar.	1.50 p.m.	,,	,,	,,
	,, (,,)	...Lv.	2.10 ,,	,,	,,	,,
Y 14.95	Dairen (,,)	...Ar.	10.20 ,,	,,	,,	,,
	,, (Steamer) ...	...Lv.	Noon.	—	Thurs.	Sat.
Y 40.00	Shanghai (,,) ...	...Ar.	Forenoon	—	Sat.	Mon.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday and connects with the Wagon Lits service on the Trans-Siberian Railway, is a new Turbine Steamer of 3,450 tons, specially built for the Shanghai-Dairen Line. She has a speed of 19 knots per hour, and is fitted with every up-to-date appliance for comfort safety, and convenience. Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins), 20 Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSEN THROUGH SERVICE.—Thrice-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki. London to Tokyo in 13 1/3 days; Peking to Tokyo in 4½ days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISK RESEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO.
Tel Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[261

A CHOICE SELECTION:

FRY'S KING GEORGE V.

AND

QUEEN MARY CHOCOLATES.
CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY:

FRESH HOME-MADE CHOCOLATES.

WEISMANN, LIMITED.
[133

WASHABLE DISTEMPER PAINT

"SYNOLEO."

Requires only the addition of cold water to be ready for use.
Absolutely dependable in its results.
MANY ARTISTIC TINTS STOCKED IN HONGKONG.
PARTICULARS OBTAINABLE ON APPLICATION TO THE MAKERS:

WILKINSON, HEYWOOD & CLARK, LD.,

INCORPORATED IN THE UNITED KINGDOM.
(Proprietors of DAVID STORER & SONS),
LONDON AND LIVERPOOL.
HONGKONG OFFICE, ALEXANDRA BUILDING.
887-4]

CALDBECK'S LIQUEUR WHISKY.

A REALLY GOOD WHISKY AT A REALLY CHEAP PRICE.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

ESTABLISHED 1864.
[25

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union. Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contraflo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

		Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	714 ft	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

	Floating Docks. No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
Max. Breadth ,, ,, ,,	56 ,,	66 ,,
Max. Draft ,, ,, ,,	22 ,,	26 ,,

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913. [720

KELLY & WALSH, LTD.

THE PEOPLE'S BOOKS. 40 CENTS EACH.

Syndicalism, Harley.
English Literature, Compton-Rickett.
Insurance as a Means of Investment, Robertson.
Judaism, Levine.
Wellington and Waterloo, Major Redway.
The Free Churches, Shillito.
Eucken, A Philosophy of Life, Jones.
Nietzsche, Mugge.
Pond Life, Ash.
Navigation, Hall.
Aviation, Walker.
Practical Astronomy, Macpherson.
British Birds, Kirkman.
Shelley, Waterlow.
Everyday Law, Adams.
Turkey and Eastern Questions, Macdonald.
Nature of Mathematics, Jourdain.
Training of the Child, Spiller.
Charles Lamb, Masson.
Psychology, Watt.
Ethics, Canon Rashdale.
Lord Kelvin, Russell.
Weather Science, Lempfert.
Radiation, Phillips.
Science of the Stars, Maunder.
Principles of Electricity, Campbell.
Evolution, Goodrich.
Heredity, Watson.
Structure of the Earth, Bonney.
Botany, Stopes.
Oliver Cromwell, Johnstone.
Cecil Rhodes, Colvin.
Women's Suffrage, Fawcett.
The Brontes, Masson.
Dietectics, Bryce.
Home Rule, Howard.
Aristotle, Taylor.
Foundations of Science, Whetham.
Dictionary of Synonyms, Gray.
Science of Light, Phillips.
[23

HOTELS

HONGKONG HOTEL.

Recently Refurnished and Redecorated
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
26] J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel Address: "VICTORIA."
R. H. NORTH,
53] Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA Renders Selections during TIFFIN and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
FREDERICK REICHMANN,
Proprietor.
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.
36]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.
P. O. PEUSTER,
Manager.
14]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds, with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.
Apply to—
MRS. F. W. WATTS,
34] "Braeside," 20, Macdonnel Road.

VICTORIA HOTEL

SHAMEEN—CANTON.

Telegraphic Address: "VICTORIA, SHAMEEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

Telegraphic Address: "FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[1025

A LING & CO.,

12, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades
TELEPHONE 1219.
Hongkong, 16th April, 1913. [546

INTIMATIONS

A. S. WATSON & CO., LTD.,

ESTABLISHED 75 YEARS.

CIGAR MERCHANTS

AND

TOBACCONISTS—

HIGH-CLASS CIGARS.

LOLITAS

An exquisite smoke made from the finest Manila leaf. Mild flavour and delicate aroma...Per Box of 50...$4.25.

LA ALIANZA

Borneo Cigars, from the celebrated Boru Puteh Estate. Mild, and fine flavour ... ... Per Box of 50...$4.50

EXCELLENTES

(Alhambra). A very fine Manila Cigar, Per Box of 25 $4.25

ESTRELLAS

Per Box of 5 : $3.75

Other brands in stock. All in fine condition and matured.

GOLD MOHUR BOUQUETS

(Spencer Co.'s). A fragrant Indian Cigar. Mild and fine flavour. Per Box of 50 $2.75

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

122

NOTICE TO CORRESPONDENTS.

ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.*

Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P.O. Box., 34. Telephone No. 12

BIRTHS.

LLOYD.—On October 17th, at Shanghai, to Mr. and Mrs R. H. LLOYD, a daughter.

ANDERSEN.—On October 17th, at Shanghai, to Mr. and Mrs. A. C. M. ANDERSEN, a son.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 23RD, 1913.

A FORTNIGHT ago in some comments on the Colonial Estimates for 1914 we drew attention to the omission of H.E. the Officer Administering the Government to give any explanation of the delay which has taken place in providing the Colony with the long-promised wireless station, for which a vote of $100,000 was included in the Estimates for the current year, and we expressed a hope that some statement on the subject would be forthcoming when the Estimates come up for discussion. We were unaware at the time that the Chamber of Commerce had already been in communication with the Government with reference to this question. To-day we are able to publish the correspondence. The letter of the Secretary to the Chamber recalls a letter received from the Government in December last year, saying: "HIS EXCELLENCY THE GOVERNOR now proposes to ask the Secretary of State to call for tenders through the Crown Agents for the Colonies for a 5-kilowatt station." In the succeeding nine months, nothing further has been heard of the matter, and when the Chamber asks the Government whether it is in a position to make any further statement on the subject, and whether an assurance can be given that steps are being taken to equip the port with a wireless telegraph station, an answer is returned which must raise a smile in every business office. We gather but one crumb of information from the letter. The Chamber of Commerce were informed last December that HIS EXCELLENCY "now proposes" to ask the Crown Agents to call for tenders; the latest letter says definitely that the Crown Agents actually were instructed last December. Yet the Colonial Secretary adds, nine months after these instructions were given: "It is reasonable to suppose that there will be no great delay in carrying out the work"! It evidently is not reasonable to suppose anything of the kind when Downing Street and the Crown Agents are factors which enter into the calculation. Ten months have now elapsed and the Colonial Government apparently is not yet informed as to whether its instructions have or have not been fulfilled. When we have regard to the importance of Hongkong as a shipping centre, and to its situation in a neighbourhood where ships are liable to encounter so much heavy weather, the delay in providing the port with a means of communicating with ships at sea is little short of scandalous. We can only hope that the case for urgency presented in the latest letter sent to the Government by the Chamber of Commerce—though it contains little that has not been urged many times before—will persuade the SECRETARY OF STATE, to whom a copy of it has been communicated, to wake up the Crown Agents. The right hon. gentleman will probably recognise that so long as Hongkong lacks a wireless station, it would ill become His Majesty's Government to complain that the Chinese Government has not fulfilled its promise to set up a wireless station on the Pratas Islands. The track of some of the typhoons which have come perilously near Hongkong this year has served to emphasise the need of this promised installation on the Pratas atoll, and we have no doubt that when this Colony provides a regular means of communicating with a station on the Pratas, there will be little difficulty in persuading the Chinese authorities to implement the promise given a few years ago, because the Chinese Maritime Customs Department had the reef surveyed two years or more ago, with this object in view, and we have even heard it stated that the necessary apparatus for the station was ordered and has long been resting—perhaps rusting—in its packing cases.

At to-day's meeting of the Legislative Council the Budget for 1914 comes up for second reading.

Information was received last night from the Manila Observatory of a cyclone or typhoon East of Southern Luzon, direction unknown.

Two Chinese arriving on board the Pacific Mail Company's steamer *Nile* were fined the maximum penalty, $250, or three months' imprisonment, at the Magistracy yesterday for unlawful possession of arms and ammunition.

The Governor-General of Yunnan returned to Hongkong on Tuesday by train from Canton and left for Shanghai by the *Empress of Japan* yesterday. A telegram received last night from Peking states that he has been appointed Governor-General of Hunnan *vice* Mr. Tam, who has resigned.

Charles Vincent, a Frenchman, of no occupation, was arrested at Hunghom on Tuesday for being in possession of one mace of prepared opium, four mace of opium dross, and two taels of compound opium. He was allowed out on bail of $50, but failed to appear before Mr. F. A. Hazeland yesterday. The Magistrate accordingly ordered that the bail should be estreated, awarding $30 to the Crown and $20 to the Opium Farmer. His Worship enquired as to the reason for such a heavy bail, and it was explained that the defendant had been found in possession of opium before, and on previous occasions he had always put the blame on his boys.

Mr. C. V. Roenig, Manager of the Manila Hotel, has presented his resignation to the board of directors, effective January first, 1914, and the resignation has been accepted, his year's contract expiring on that date. Climatic conditions tending to impair his health, coupled with an offer to return to Japan and assume charge of a large hotel there, are the reasons assigned which have led to Mr. Koenig's determination to sever his connection with the Manila Hotel at the end of this year. Through his connection with several large hotel unions, he has received an offer from a New York hostlery, which he has also under consideration.

SUPREME COURT.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WM. REES DAVIES, K.C.).

THE MANSLAUGHTER CHARGE.

The case was resumed in which Lo Tam Tsoi was charged with the manslaughter of Lo Hoi.

Asked if he would like to give evidence, accused replied:—"I am willing to go into the witness-box because I am an innocent man and do not fear cross-examination." He admitted that he struggled with deceased, who was very drunk, but no blows were struck. Deceased struck several people and also fell about.

After a few seconds' discussion the jury were unanimous in finding the man not guilty.

BEFORE HIS HONOUR MR. J. H. KEMP (PUISNE JUDGE).

"IMPROPERLY BANISHED."

Leung Ping Kam was charged with disobeying an order of banishment.

The jury were composed of the following:—Messrs. G. W. Gegg (foreman), J. Rocha, P. Oliver, G. B. Coulson, F. Y. van der Wal, E. F. Orchard, and J. A. Schultz.

The Crown Solicitor said the man was banished in September, 1911, for a period of five years, but subsequently returned to the Colony. He would produce certain evidence which would show that the accused was the man; at least a man bearing his name was banished in 1911. Evidence would also be called giving actual cases of identification.

Mr. Jenkin (instructed by Mr. A. H. Crew) who appeared to defend, interrupted with the remark that the Crown Solicitor had misunderstood his defence. His defence was not that the accused was not the person who was banished, but that he was improperly banished. It was admitted by him that the accused was the banished man.

The Crown Solicitor said it was very difficult for him to show whether the man was properly or improperly banished. He assumed he would have to show that the man was properly banished.

Mr. Jenkin—And I can only admit verbally that he was banished.

The Crown Solicitor—I will prove that he was banished, and also that he was properly banished.

Mr. J. A. E. Bullock, Chief Clerk in the Colonial Secretary's Office, produced the warrant of banishment.

Mr. Jenkin—Do you know why the following has been written on the warrant: "He is not a naturally born or naturalised subject of His Majesty"?

Mr. Bullock—That is a result of the inquiries made by the Registrar-General and the police.

Mr. Jenkin—Have you seen the reports in this case, and do these reports include the questions and answers and anything which this man may have said?

Mr. Bullock—That is so.

Several other witnesses were called who affirmed that accused was the man who was banished in 1911, and a constable spoke to arresting him on a junk in the harbour, where he had been for two days.

Mr. Jenkin then remarked that he was going to prove that the man was a naturally born British subject, and also that he could not be banished. It was a simple point and a very simple defence. The jury might not know that in banishment proceedings—it was the law and it was not his duty to say whether it was right or wrong—that the man who was to be banished was arrested, and in the days when the warrant against accused was issued he was taken to the gaol and there questioned by the Registrar-General or some of his deputies. He was asked to say what he liked about himself, but he had not the right to an advocate or of having anybody in the gaol or during the course of the hearing who could look after his interests. He had no opportunity, on account of his being incarcerated, of getting any evidence together, and if he could not bring any evidence to augment his own statement the result was very simple. The Council said:—"We are not satisfied, and out of the Colony you go." The man had been afforded no opportunity of putting his case forward or of marshalling his evidence. The accused was a naturalised British subject, and therefore he should not have been banished. No one from the Registrar-General's Office had been put into the box, and therefore he had had no opportunity to put the accused's case to anyone from that office, and to say to them, as he was going to prove, "Look here, did not this man say to you, 'I am a naturally born British subject'? I have lived here all my life, and did not he hand you a certificate of birth. Also have you not got a record of that? And did not the accused call two witnesses to support his statement"? Mr. Jenkin added that with all due respect to what the Registrar-General had said he held that the man was a naturalised British subject, and that being so it was no offence for him to return from banishment. He would call evidence to show that the man was improperly banished.

The Crown Solicitor said they were not there to say whether the man was lawfully banished. "What we want to show is whether he was banished or not." That was the whole case for the jury to decide. They could not find fault or go against the Ordinance of 1882.

Mr. Jenkin—We are charged under that.

The Crown Solicitor—It is not for the jury to say whether the Government was right or wrong, only whether this man has returned from banishment.

Mr. Jenkin—We live and learn. There is now another state of things in the Colony under this Ordinance. You can be banished to-morrow, and if you come back there is no tribunal before which you can go and show that you are a British subject and that you should not have been banished.

His Honour—Of course there would be some tribunal.

The accused, in the witness-box, said he was born in Hongkong 41 years ago, Chinese reckoning.

The jury held after hearing evidence that accused was a naturalised British subject and he was discharged.

HONGKONG LEGISLATIVE COUNCIL.

THE MILITARY CONTRIBUTION.

The Hon. Mr. E. A. Hewett, C.M.G., has given notice of his intention to move the following resolution at to-day's meeting of the Legislative Council:—

It is hereby resolved that in the opinion of this Council it is expedient that the "Defence Contribution Ordinance, 1901," be so amended as to provide that the contribution in respect of any one year shall not exceed the sum of one million dollars local currency ($1,000,000).

The contribution in 1914 is estimated at $1,597,646, plus $87,000 estimated arrears on account of the contribution in the present year.

WEDDING AT THE CATHEDRAL.

At St. John's Cathedral yesterday the marriage took place of Mr. R. M. Dyer, Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., to Miss Lilian Lowden, of Barrow-in-Furness, formerly Superintendent Sister of the Royal Naval Hospital, who returned to the Colony on Tuesday. The bride was given away by Surgeon Hoskyn, R.N., Mr. Jasper Clark was "best man," and the Naval Chaplain (the Rev. A. C. Moreton) was the officiating clergyman. A reception was afterwards held at the Hongkong Hotel, where many friends offered their felicitations, and the happy couple left the Colony later to spend their honeymoon at Macao.

"TWELFTH NIGHT."

Following is the *caste* of the play:—

Orsine, Duke of Illyria, also called the Count		Mr. W. SIEGLER.
Sebastian, brother to Viola		Mr. W. H. HASTINGS.
Antonio, a sea captain, friend to Sebastian.		Mr. J. A. E. BULLOCK.
A Sea Captain, friend to Viola		Mr. J. ROBERTSON.
Valentine / Curio	Gentlemen attending on the Duke.	Mr. T. W. HILL. Mr. H. G. JENNISON.
Sir Toby Belch, uncle to Olivia		Mr. M. S. NORTHCOTE.
Sir Andrew Aguecheek		Mr. L. N. LEEFE.
Malvolio, steward to Olivia		Mr. E. G. LOWDER.
Fabian / Feste, a clown	Servants to Olivia.	Mr. M. M. MAAS. Mr. C. H. P. HAY.
Priest		Mr. R. HALL.
1st Officer / 2nd Officer / 3rd Officer / 4th Officer	Officers to the Duke.	Mr. T. E. BISDEE. Mr. G. S. ARCHBUTT. Mr. H. W. LESTER. Mr. T. G. WEALL.
Olivia		Mrs. C. H. P. HAY.
Maria		Mrs. F. J. HUNTER.
Viola		Mrs. W. H. HASTINGS.

Ladies in waiting:—Mesdames Churchill, Craster, Hoskyn and Leefe.
Pages:—Masters W. Christmas, J. Craig, F. Day and W. Mace.
Guards:—Messrs. P. V. Moorish, J. Pester, A. V. Scott and S. M. Scott.
Musicians:—Under the control of Professor Gonzales.
Scene:—A city in Illyria, and the sea-coast near it.

PROPOSED ADMINISTRATIVE CHANGES IN CHINA.

THE ABOLITION OF PROVINCES CONTEMPLATED.

Following upon the proposal made by the Central Government to divide the country into six military districts, each under the control of a Tutuh, comes the news, contained in a Chinese Press message from Peking yesterday, that the Cabinet proposes that the provinces shall be abolished and the country divided into prefectures—40 to 60 in number.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ABORTIVE MONARCHIST RISING IN PORTUGAL.

"COMPLETE TRANQUILITY" RESTORED.

MADRID, October 22nd.

Reports of a serious outbreak in Portugal reached Madrid yesterday. A censored message from Lisbon in the afternoon says that a Monarchist Revolution was to have broken out, but only a few groups appeared in the streets, one of which was composed of policemen. The leaders of the movement have disappeared from their homes.

It is rumoured at Tuy that a rising has broken out in Oporto.

LISBON, October 22nd.

Complete tranquillity has been restored. The railway to Oporto, which was temporarily interrupted, has now been repaired.

LONDON, October 22nd.

Censored telegrams from Lisbon show that some fighting took place there to-day in connection with the rising. Large crowds attacked the police station posts and also the Republican guards. Many of the attackers were arrested and the others fled.

The authorities raided a meeting which was taking place at an embroidery factory near the prison at Limoeiro. All present were arrested after a struggle. It is assumed that a conspiracy was on foot to liberate the prisoners. The Government has announced that it is aware of all the designs of the Monarchists and has the situation in hand.

The Portuguese Government has sent a circular to the Legations announcing the complete failure of an attempted rising over the whole country, in connection with which fighting took place in Lisbon yesterday. The Government declares that the whole country is tranquil, and that none connected with the Army and Navy have participated in any act of sedition.

The arrests up to the present, numbering 100, include, however, besides six police, a number of Naval officers and petty officers, most of whom were captured at the Naval Barracks, and also several people of social standing.

The newspapers say that the movement was directed by two Committees, one Civil and the other Military. The signal was to be given by the murder of the Ministers and officials, upon which three columns, organised in the suburbs of Lisbon, were to enter simultaneously. Risings were planned to occur at Oporto, Braga, Evora, and Vianna. The telegraph wires and one railway line were actually cut, but the damage was promptly repaired. Armed bands have appeared at Montalegre, Barca, Alba, Figuera, Cossel Rodrigo, and Penamacor.

The Governor of Oporto has issued a Proclamation announcing the crushing of the insurrection, and says the movement possessed great ramifications over the whole country.

STARTLING AFFAIR IN MEXICO.

A HUNDRED FOREIGN SUBJECTS HELD AS HOSTAGES.

NEW YORK, October 22nd.

A telegram from Mexico says that the constitutional leader, Senhor Villa, holds as hostages, at Torreon, twelve British subjects and about one hundred French, Germans, and Spaniards. He declares that all will be sacrificed unless the attempts to re-capture the town are abandoned.

The Washington Government have made representations to President Huerta demanding the protection of the foreigners detained at Torreon.

PROHIBITIVE IMPORT TAX.

President Huerta has imposed an increase of 50 per cent. on all imports from the 28th inst. This, in addition to the 10 per cent. tax already levied, has driven the business people to despair.

INCREASED MILITARY SERVICE IN RUSSIA.

ST. PETERSBURG, October 22nd.

The Minister of War will shortly submit to the Duma a Bill extending the service to the colours of the one year class by three months.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE INDIAN ARMY.

GENERAL SIR BEAUCHAMP DUFF APPOINTED COMMANDER-IN-CHIEF.

LONDON, October 22nd.

The *Times* says that General Sir Beauchamp Duff, G.C.B., K.C.V.O., K.C.S.I., Secretary of the Military Department, India Office, and Chief of Staff in India, 1906-09, has been appointed Commander-in-Chief of His Majesty's Army in India.

THE BYE-ELECTIONS IN GREAT BRITAIN.

LONDON, October 22nd.

Mr. G. P. Gooch, ex-M.P. for Bath, who is representing the Liberal interests in the bye-election at Reading, states that he is a whole-hearted defender of the Government's past achievements, and also of the present measures.

The Reading Unionist papers express much dissatisfaction at the Insurance Act and the Shops Acts, both Liberal measures. Captain Leslie Wilson, who opposes Mr. Gooch, will rely chiefly on Ulster's opposition to the Home Rule Bill to carry him through.

Viscount Lascelles has been appointed Unionist candidate at Keighley.

The Women's Liberal Association has passed a resolution pledging itself to support Mr. S. O. Buckmaster, who is a Suffragist.

The Socialists at Reading have adopted a candidate in the person of Mr. Butler, of London, the organiser of the Socialist party.

THE WITHDRAWAL OF SERVIAN TROOPS FROM ALBANIA.

AUSTRIA JUSTIFIES HER DEMANDS.

VIENNA, October 22nd.

In an official statement, the Government affirm that in insisting upon an immediate withdrawal of the Servian troops they acted in the best interests of Europe and of general peace.

FRENCH AVIATOR'S DARING PROJECT.

A FLIGHT TO CAIRO.

LONDON, October 22nd.

The French aviator, M. D'Aucourt, with a passenger, M. Roux, started from Issy-les-Moulineaux at 8.30 yesterday morning for Schaffhausen on the first stage of a flight to Cairo *viâ* Belgrade, Bukharest, Constantinople, Konieh, Aleppo, and Beirut.

LATER.

M. D'Aucourt descended at Sens in a gale.

AUSTRIA FORBIDS EMIGRATION OF RECRUITS.

LONDON, October 22nd.

The Austrian Government has introduced a Bill regulating emigration, forbidding it when it affects recruiting.

ENGLISH ATHLETES.

MORE MONEY NECESSARY FOR OLYMPIC GAMES SCHEME.

LONDON, October 22nd.

Speaking at a meeting of the Olympic Games Committee in London, the Chairman said that unless £25,000 was raised by the end of the year, the Committee would not feel justified in continuing the preparations for the sending of a team of athletes to Berlin.

THE HOME RULE QUESTION.

LONDON, October 22nd.

Speaking at Bristol, the Right Hon. C. E. H. Hobhouse, M.P. for the eastern portion of that city, remarked that he was confident that Home Rule could be settled by accord of the two parties.

SEQUEL TO INDIAN BANK FAILURES.

BOMBAY BROKER'S HUGE LIABILITIES.

BOMBAY, October 22nd.

A tremendous fall in the Bombay Mill shares has caused a panic in the share market. It is believed to be due to the recent Banking failures.

A well-known broker has failed, with liabilities amounting to 24 lakhs of rupees. The share market is closed.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE GERMAN AIRSHIP DISASTER.

ROYAL FAMILY ATTENDS FUNERAL OF VICTIMS.

BERLIN, October 22nd.

The Kaiser and Kaiserin, their six sons, the Chancellor, Count Zeppelin, and Herr Smits, together with a large number of prominent Naval and Military officers, attended the funeral of the victims of the recent airship disaster. The funeral was most impressive.

THE AISGILL DISASTER.

DRIVER FOUND GUILTY OF MANSLAUGHTER.

LONDON, October 22nd.

At the trial of the driver of the second train in the Aisgill disaster on a charge of manslaughter, the jury returned a verdict of guilty. They supplemented their verdict with a recommendation for mercy. Sentence has been deferred.

DOM MANUEL'S CONSORT.

MUNICH, October 22nd.

Dom Manuel's Consort has gone to Sigmaringen.

WIRELESS STATION FOR HONGKONG.

The following correspondence has been forwarded to us for publication by the Secretary of the Hongkong General Chamber of Commerce:—

Letter to the Government.

Hongkong, 11th September, 1913.

SIR,—With reference to the correspondence which has passed between this Chamber and the Government during the past 2½ years as to the pressing need for a suitable Wireless Telegraph Station being erected in this Colony in order to enable vessels at sea to communicate with Hongkong, I am directed by my Committee to ask if any further information has been received from the Secretary of State for the Colonies on this subject.

The arguments in favour of the erection of a commercial wireless station are well understood and need not here be recapitulated; they were, however, fully set forth in my letter of 25th April, 1911.

I would especially beg to bring to your recollection your letter of 16th December, 1912 (No. 1400/1910), the final paragraph of which reads as follows:—

"His Excellency the Governor now proposes to ask the Secretary of State to call for tenders, through the Crown Agents for the Colonies, for a 5 kilowatt station."

And would ask if the Hongkong Government is in a position to make any further statement on the subject and whether they can assure us that the desired steps are being taken to carry out this important work.

As we are now situated the Hongkong Shipping Community is still dependent upon such merchant vessels equipped with wireless installations as may be in the harbour for sending and receiving messages to and from ships at sea. And it not infrequently happens that for several days consecutively no such vessels are in port.

Vessels to the South are thus entirely cut off from any communication with Hongkong, while those to the North are dependent upon the good offices of the Formosan Government, who occasionally pick up messages and transmit them to us by cable *viâ* Foochow.

This is, of course, a most unsatisfactory state of affairs and one which reflects adversely on a port which in point of tonnage ranks as second in the world.

The prevalence of so much bad weather in the neighbourhood during so large a portion of the year, as caused by the typhoon season in the summer and strong gales during the winter months, renders the need for a wireless station of even greater importance here than possibly at many other large shipping centres.

I am further directed to take this opportunity of again drawing your attention to the urgent need of a wireless station being set up on the Pratas Islands and trust that an early opportunity will be taken by H.M. Government of again pressing this upon the Chinese Authorities.

My Committee would beg that His Excellency will again bring this most important question to the notice of the Secretary of State and trust that at all events before another typhoon season is upon us we may see a suitable wireless station set up in this Colony.—I have the honour to be, etc.,

(Signed) A. R. LOWE,
Acting Secretary.

The Honourable,
The Colonial Secretary.

Reply from the Government.

Hongkong, 15th September, 1913.

SIR,—I am directed to acknowledge the receipt of your letter of the 11th September, in which you ask if any further information has been received from the Secretary of State for the Colonies on the subject of the proposed Commercial Wireless Telegraphic Station at Hongkong.

2.—There has been no recent communication from the Secretary of State on this subject, but as the Crown Agents for the Colonies were instructed in December last to call for tenders for the erection of the installation it is reasonable to suppose that there will be no great delay in carrying out the work.

3.—A copy of your letter is being sent to the Secretary of State.—I am, Sir,

Your obedient servant,
(Signed) A. M. THOMSON,
Colonial Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENTS.]

CANTON, October 20th.

RUMOURED OFFICIAL CHANGES.

One of the newspapers to-day reports that it has learned from official sources that the Central Government, believing that measures for the pacification of the province and the reorganisation of the Government can be better conducted by an official who is *au fait* with the conditions of the province, proposes appointing Ling Fook Pang to the post of Civil Governor of Kwangtung. Mr. Li Hoi Sin, if the proposal is finally ratified, will be appointed Civil Governor of the neighbouring province of Kwangsi.

THE SUPPRESSION OF BRIGANDAGE.

The Governor-General has ordered two regiments of Chai Kwan soldiers to be stationed in the Nam Hoi, Pun U, Shun Tak, Heungshan and Sun Wui districts, for the suppression of robberies.

One of Vice-Commissioner Lung's plans for the extermination of brigands has been to allow all ringleaders and their men, who would either surrender their arms or undertake to disband their men, to enlist themselves, and special deputies have been sent out to induce them to do so. Many notorious robber-chiefs have surrendered and gangs of pirates have also availed themselves of the opportunity to change their "profession." But the chance thus offered has tempted many a man of a questionable character to pretend to be a ringleader and recruit men in the hope of becoming a military commander. This has come to the notice of the Commissioner, who, in a circular telegram, urges the arrest and punishment of all such persons and notifies that henceforth no more pirate hordes shall be allowed to surrender. He says he has given them enough time to do so.

THE DESTRUCTIVE FIRE.

A further investigation into the disaster reported in Monday's issue discloses that the destructive fire first started on the premises of a wooden house on the large piece of spare ground in front of the 11th Police Station, Honam, around which a considerable number of wooden dwellings and cottages were built, occupied chiefly by seafaring people. Some reports state that between 600 and 700 of these structures have been destroyed. There appears to be no official means of checking these estimates, but they seem approximately correct. Twenty-three of the adjoining shops have been utterly ruined.

CANTON, October 21st.

A DISTINGUISHED VISITOR.

H.E. Tsoi Ngok, the Governor-General of Yunnan, arrived here by train from Hongkong yesterday afternoon, and was received by a guard of honour at the station. Tutuh Tsoi, who is the guest of Governor-General Lung during his visit, is reported to be on a tour of investigation to the various provinces in connection with military affairs. His stay in Canton will only be a short one.

THE COMMISSIONER OF FINANCE.

The Civil Administrator has telegraphed to the Board of Finance urgently requesting them to at once dispatch Mr. Yim Ka Chee, the Finance Commissioner-Designate, to Canton, as Mr. Woo Ming Pun, the acting Commissioner, is at present on official business at Wuchow and the onerous and diverse duties of the post cannot for one day be left unattended to. Mr. Yim, it is understood, has been in Peking during the past fortnight discussing various questions regarding Kwangtung's finances with the Minister of Finance. He was expected to leave the Capital yesterday and will probably reach Canton in the early part of the coming month.

PRIMARY EDUCATION.

The authorities are in receipt of a despatch from the Board of Education to the effect that it has been decided to divide each province into eight "primary school districts," in which 120 elementary schools are to be established. When this is accomplished in every province, there will be 21,130 primary schools in China. Half of the requisite funds will be provided by the Central Government, the remaining half to be supplied by the local Government, who has instructions to make arrangements forthwith.

NO FOREIGN CAPITAL.

The Board of Industry and Commerce has notified the Government that no registration of any mining concern shall be made by the Civil Administrator unless a guarantee note has been issued by the magistrate of the particular district in which the mine proposed to be operated is situated, certifying that such concern has no foreign capital.

MORE KWANGSI SOLDIERS.

Tutuh Lung, deeming it necessary to strengthen the forces, has sent Siu Tung (Tutuh's Senior Deputy) and two regimental Commanders to Kwangsi to recruit several regiments of soldiers in order to augment the Chai Kwan Army by five regiments, which will bring the strength of this army up to 20 regiments.

ARMY AND POLICE PAY.

A proposition to pay each member of the military and police forces $8.00 per month in subsidiary coins, instead of what they have been getting in paper currency, has been laid before the Tutuh by Civil Administrator Li. In his communication, Mr. Li says that the current value of a $1 note is 75 cents in silver coins, and this in spite of the many efforts made to maintain the note currency at par. Therefore it would not be treating the military and police with consideration if they were allowed to suffer this loss indefinitely, bearing in mind the laborious nature of their duties. Besides, it is to be feared that trouble may ensue as a result of altercations between them and the merchants over the acceptance of these discounted notes. If the proposition is adopted, their monthly pay will work out more than what they are now receiving, and at the same time more coins will be circulated in the market, which may help to enhance the value of the paper currency!

THE COMPENSATION QUESTION.

A protest has been lodged by certain shops which were looted during the recent mutiny against the scale on which the Police Department was a couple of days reported to have proposed to distribute compensation. The original proposal, after all, turns out to be somewhat different to what has been reported.

The suggested scale, in fact, is as follows:—

40 per cent. to a shop whose losses do not exceed $1,000.

40 per cent. on $1,000, plus 20 per cent. on the remaining amount to a shop whose losses are between $1,000 and $5,000.

40 per cent. on $1,000, plus 20 percent. on $4,000, plus 10 per cent. on the remaining sum to a shop whose losses amount to over $5,000.

The following figures may be read with interest:—

During the recent mutiny:

12 civilians were killed and 26 injured. To the survivors of each of the former a compensation of $100 will be paid and to each of the latter $20.

175 buildings were damaged, to the owners of which 50 per cent. on the extent of damage done will be paid as compensation.

780 shops and houses were looted, the total value of the booty being valued at over $1,300,000.

THE BOXER INDEMNITY.

According to northern Chinese paper the Department of Finance has wired to the Shanghai branch of the Bank of China to collect the contributions from the provinces towards the payment of the Boxer Indemnity for the month of October, which reach Taels 17,600,000, and also ordered the provinces to pay the contributions to the said bank at Shanghai. The amounts to be paid by the provinces are as follows:—

	Taels.
Kiangsi	2,500,000
Szechwan	2,200,000
Kwangtung	2,000,000
Kiangsu	1,400,000
Chekiang	1,400,000
Hupeh	1,200,000
Anhwei	1,000,000
Chihli	800,000
Fukien	800,000
Hunan	700,000
Shensi	600,000
Shantung	500,000
Honan	500,000
Shansi	500,000
New Dominion	400,000
Kansu	300,000
Kwangsi	300,000
Yunnan	300,000
Kweichow	200,000

ELOPING BRIDES "CUT OFF."

£200 EACH IN FATHER'S £300,000 WILL.

Three hundred thousand pounds is the estimated value of the estate of the late Mr. William Gaynor, Mayor of New York, whose will was filed for probate recently.

Of this sum only £200 each is bequeathed to his two elder daughters, Edith and Gertrude, who were the heroines of two runaway-matches. The Mayor never fully forgave them for eloping, though both marriages proved happy and prosperous ones.

The Mayor bequeathed his Brooklyn residence, together with shares yielding an income of some £3,000, to his widow. The remainder of the estate is divided between his three unmarried daughters and two sons in the proportion of one-seventh to each of the former and two-sevenths to each of the latter.

SUBURBAN SWANK.

A confrère of the Press sends me a capital story which has the merit of being absolutely true. A gentleman was observed at London Bridge with a bass-basket in his hand standing at the entrance to the South-Eastern station. After much hesitation he made a purchase of a haddock, which was hurriedly thrust into the basket. After reaching the platform at London Bridge he quickly drew from his pocket some pheasant's feathers and thrust them into the basket so that the feathers protruded. Half an hour later he was seen carrying his purchase towards his suburban residence in triumph. To take home a haddock and make your neighbours believe that you are taking home a pheasant is a delightful instance of suburban swank.—Mr. G. R. Sims in the *Referee*.

COMPANY MEETING.

HEADWATERS MINING CO., INC.

"A STATE OF BANKRUPTCY."

A meeting of shareholders in this Company was held yesterday at the Hongkong Hotel.

Reporters were not admitted to the meeting, but the following report was subsequently supplied:—

Those present were Dr. J. W. Noble (president) in the chair, Sir Paul Chater, Very Rev. Father Robert (directors), Messrs. Ho Fook, C. E. Warren, and Geo. T. Lloyd (shareholders).

DR. NOBLE said:—Gentlemen:—We have called you together to-day to ascertain your wishes as to the future of this Company. You now have in your hands the Balance Sheet signed by the auditor and ending December 31st, 1912 and a statement showing the financial position of the Company on June 30th, 1913, as supplied to us by Messrs. Smith, Bell & Co., General Managers, who worked the mine on lease for a considerable period under conditions which I will refer to later. On 16th February, 1912, Mr. Hibberd, of Baguio, who held a first mortgage of 40,000 pesos against the Headwaters Mining Company took steps to foreclose that mortgage and enter into possession of your property. His reason for such action was that at that date no interest had been paid to him with respect to this mortgage which was at that time overdue. He also applied to the Court to have a Receiver appointed, nominating himself for that position. The Court acceded to his request, and he was forthwith appointed Receiver of the Company and took possession of the mine.

The amount the Company owed to Mr. Hibberd at that time was 1st Mortgage .....P.40,000.—
Interest, claims for wages brought up by him, etc. ... „ 8,825.95

A total indebtedness of.....P.48,825.95

On 6th November 1911 we called you together in the offices of Messrs. Deacon Looker and Deacon, and there discussed the raising of funds to pay off Mr. Cole and salaries and wages then due. The shareholders at that meeting subscribed $3,701.39 and your Directors guaranteed an overdraft of $4,698.84 (not yet paid) in addition, to meet sundry urgent expenses which had to be met at that time to enable Mr. Cole to visit Hongkong. Since then the Board of Directors have guaranteed and advanced various sums of money amounting with the overdraft, to over 7,000 pesos, without any security whatever but with the undertaking on the part of the Company that the overdraft and amount advanced by the Directors should be paid before other claims.

The Board consisting of Sir Paul Chater, the Very Reverend Father Robert and Doctor Noble, to meet Mr. Hibberd's claim and to free the property, subscribed 45,000 pesos, Messrs. Smith, Bell & Co. and their friends in Manila subscribed another 10,000 pesos, a total of 55,000 pesos cash, with the object of paying to Mr. Hibberd the amount of money due him on his mortgage etc., and to have him transfer the mortgage to them, but he refused to make the transfer. A new mortgage was then made in favour of the parties just mentioned.

Shortly thereafter a proposition made to the Company by Mr. Philipson of Manila was accepted and an arrangement come to with him whereby he leased the mine from the Company and agreed to work the same, on terms which were very favourable to your Company, inasmuch as the Company ran no risk whatever in the event of the failure of the mine to pay expenses, Mr. Philipson assuming all responsibility as to that. Mr. Philipson worked the mine on this so-called lease for a few months, after which Messrs. Smith, Bell & Co. of Manila assumed all responsibility for this lease and carried on on the same lines that Mr. Philipson had formerly done. Messrs. Smith, Bell & Co. since that time, at considerable risk to themselves, worked the mine under their own supervision until the 30th of June on which date they ceased work having terminated the lease by giving due notice to your Directors of their intention so to do.

One of the conditions of this lease was, that all the expenses of working were to be borne by them and any surplus after paying the expenses of working was to be utilized in reducing the debts by paying off if possible the unsecured creditors and Directors. You must recognize the fact, for it is a fact, that at the time Mr. Hibberd foreclosed his mortgage your Company was in a hopeless state of bankruptcy. The Company, though in a state of bankruptcy then and now, has been carried on through the support given to it, not by the shareholders, but by Messrs. Smith, Bell & Co. of Manila and by your Directors. The support given by Messrs Smith, Bell & Co. was two-fold; first in providing a portion of the money with which Mr. Hibberd's claim was satisfied, then by assuming all responsibility under the lease by which the mine was carried on until the 30th of June last. Messrs. Smith, Bell & Co. did not see their way to continue the risk after June 30th and on this date their active support in this direction ceased. The mine is now in the hands of a native caretaker, whose pay is 50 pesos a month. The Treasury is empty and there is no money available to pay either wages, such as the wages of a caretaker, or salaries or to pay any expenses which may from time to time crop up, such as interest on mortgages, assessment work which it is not only necessary but imperative shall be done within the next few months, or all your rights to the mine will be forfeited and lost.

There are two mortgages on the property, the face values of which amount to 72,650 pesos. No interest has ever been paid on either.

The first mortgage is for	P.55,000.—
The second „ „ „	P.17,650.—
	P.72,650.—
Interest to June 30	P.14,813.12
Total	P.87,463.12

For eighteen months past this property has not been carried on by the shareholders but by others whose support has now been withdrawn. As no one is willing to advance to the Company the funds necessary to pay even the wages of the caretaker who is in charge of the property, it is for you to decide what shall be done with the property. There are several courses open to you, you can abandon the property entirely (as you have practically already done by your non-support) in which event the mortgagees must do something to protect themselves, or you can put up the capital necessary to pay your debts and to develop and work the mine. The debts, now long overdue, amount to about 144,000 pesos. If you abandon the mine the shareholders will lose everything. Those who have advanced the money on mortgage have as yet received no interest on the money so advanced. For eighteen months past all expenses have been met by Messrs. Smith, Bell & Co., or by the mortgage holders, or by your Directors. Messrs. Smith, Bell & Co. do not see their way to continue these payments, neither do the mortgages, nor the Directors; therefore these payments have ceased. For two years you have not put up one penny towards maintaining this property and it has been carried on without money from you.

There is, your Directors consider, but one course for you to pursue if you desire to retain the property and that is to put up new capital. Are you prepared to do this? If so to what extent? The capital at the moment is divided into 65,000 shares of 10 pesos each. If you elect this course, which is the simplest method of dealing with the situation, you must provide enough cash to pay your debts, which amounted on June 30th, 1913 to Pesos 144,793.85.

You must then have capital for developing and working the mine. A large amount of developing work must still be done before this mine can be said to be "proved." That gold can be taken out we know, yet we have not made it a paying proposition. Whether gold can in the future be taken out in payable quantities or not we do not as yet know; we can only tell you what has been done in the past.

If you are willing to find P. 250,000 in cash that will be sufficient to pay off your debts and leave a balance which will, we think, be sufficient to enable you to prove whether this mine is worth spending more money on or not. That a certain amount of ore was blocked out is true, but nothing like the quantity we were led to believe, all statements to the contrary notwithstanding. That it is a gold mine that can be profitably worked as a business proposition has not been proved; it is, we consider, still really a prospect, but a good prospect. The caretaker's wages for July, August, and September, were paid by Messrs. Smith, Bell & Co. in July, August, and part of September. The pay was P. 155. per month; they absolutely refuse to continue these payments and in this we thoroughly sympathise with them. There is no reason why they should and they cannot be expected to do so. The October wages will soon be due—who will pay them? The present position is this: Your liabilities amount to P. 144,000. There is no cash in the treasury. Assessment work must be done at once or the claims will be jumped and restaked by others and the property lost to all now interested therein. This makes it imperative that money must be put up by you, or you will lose the mines. If you do not put this money up the mortgagees must take steps to protect themselves; this means foreclosure and the end of the Headwaters Mining Company. Now gentlemen, what will you do? Let us know your wishes.

DR. NOBLE: I may add that I have in this box all the papers, facts, and figures that the directors possess in connection with this Company. I have brought them with me so as to be able to answer fully any question you may ask. I regret to see that shareholders take so little interest, as there are only three present. We have carried on hoping against hope till now—being enticed as it were by promises of better times in the future. Those times have not come. That is all the business, gentlemen. Thank you for your attendance.

SHANGHAI ST. ANDREW'S SOCIETY.

At the annual meeting of the St. Andrew's Society at Shanghai last week Mr. W. S. Livingstone was elected president of the Society and Mr. C. E. Anton vice-president. Mr. W. Laidlaw was elected hon. secretary, and Mr. A. T. Downie hon. treasurer.—A member mentioned the case of a young man "of true Highland parentage" whom three members had refused to put up for membership of the Society because he happened to have been born in England.—The Chairman said there had been a misapprehension which should be removed. Every person of Scottish parentage was eligible, no matter where he was born.—It was decided to celebrate St. Andrew's Day with a Ball, to be held on the Friday preceding St. Andrew's Day, which falls on Sunday, and it was left to the committee to arrange the Burns' birthday programme.—The meeting voted $200 for the bursaries for Scottish boys and girls.

FOOTBALL.

HONGKONG ASSOCIATION LEAGUE.

As only four teams have entered for the second division of this competition, it has been decided to extend the time for entering. Suitable clubs especially civilians, are invited to send applications to either of the Hon. Secretaries, Mr. A. S. Ellis or Bomb. J. F. Woods.

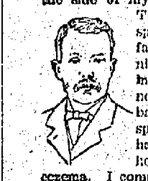
A detective who was on duty at the Ferry Wharf noticed a Chinese with a rather large bag in his possession. He went up to the man, and requested him to open it. Inside were found two blankets, which, it eventually transpired, belonged to the French mail steamer just in from Home. At the Magistracy yesterday, a steward on board the vessel gave evidence of identification and the defendant was sentenced to a month's hard labour and four hours' stocks.

INTIMATIONS

PIMPLES SPREAD DOWN SIDE OF FACE

Could Not Sleep At Night for Itching and Scratching. Spread to Head. Hair Began to Fall Off. Cuticura Soap and Ointment Cured.

20, Frederick St., Bradford, Yorks, Eng. —"Some two years ago I broke out down the side of my face with some pimples.



They got worse and they spread down the side of my face. I could not sleep at night for itching and scratching, and also got so I would not go out as I was a very bad sight to look at. It spread to my head and the hair began to fall off my head. I was told it was eczema. I commenced to try some salves and ointment but found that they did not do me any good but I got worse. I had several bottles of medicine that did not do me any good and I got downhearted about my case.

"I happened to see an advertisement about Cuticura Soap and Ointment so I thought that I would try them. Before I had used one set I was nearly cured. The second set my eczema was gone and my skin began to heal and my hair began to grow again. After using four sets of Cuticura Soap and Ointment I am perfectly cured and my skin is as smooth and clear as before I had any skin disease." (Signed) Fred Imeson, June 5, 1912.

Cuticura Soap and Ointment sold throughout the world. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N.S.W.; Potter Drug & Chem. Corp., Boston, U.S.A.

☞Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-5

APPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

141

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address; "PRESS."
Codes; A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

REPRESENTATIVE in China for the Sale of a Meritorious Commodity now Generally Used throughout the World. Give references and connections. 347, SELLS ADVERTISING OFFICES, Fleet Street, London, England. [1238

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"INDIA,"

Captain C. C. Talbot, R.N.R., will leave for Shanghai TO-MORROW, the 24th inst., at Daylight.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 21st October, 1913. [1

FROM EUROPE.

THE H.A.L. Steamship

"SAMBIA,"

Capt. W. Hesselmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd October, 1913 [1236

FROM EUROPE.

THE H.A.L. Steamship

"SEGOVIA,"

Captain F. Buch, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Bydo" from Christiania.
Ex s.s. "Hisericks" from Stettin.
Ex s.s. "Kong Ring" from Christiania.
Ex s.s. "Germania" from Göteborg.
Ex s.s. "Barsac" from Bordeaux.
Ex s.s. "Jelo" from Drammen.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd October, 1913. [1235

LOST.

BROWN AUSTRALIAN SHEEP DOG (Bitch). Answers to the name of "LIESE." White on feet and end of tail. Finder will be rewarded by returning same to
G. FRIESLAND,
Care of MELCHERS & Co.
Hongkong, 22nd October, 1913 [1234

SITUATION WANTED.

BY an Experienced LADY STENOGRAPHER and TYPIST. Excellent Testimonials.
Address— Miss A.,
Care of "Daily Press" Office.
Hongkong, 18th October, 1913. [1219

WANTED.

JUNIOR ARCHITECTURAL ASSISTANT.
Apply in first instance by letter to—
"X,"
Care of "Daily Press" Office.
Hongkong, 16th October, 1913. [1213

FOR THE SUMMER MONTHS
SPECIALITIES
CORNED OX TONGUES,
CORNED BEEF,
CORNED PORK,
PRESSED BEEF,
GERMAN SAUSAGES.
These are a few of the delicacies offered for sale by
THE
DAIRY FARM Co., LTD.
28

ENTERTAINMENTS

ST. ANDREW'S HALL.

TUESDAY, NOVEMBER 4TH,
AT 9 P.M.

CONCERT.

UNDER the able Directorship of MR. CARL JUNKERMANN, who presents

DORA VON MOLLENDORFF
(Violin).
Assisted by
MR. E. DANNENBERG
(Piano).

PROGRAMME:
BACH. COUPERIN, SAINT SAENS, VITALI, WIENIANSKY, etc., etc.

$3 SEATS $3.
Booking at MOUTRIE'S.
Hongkong, 22nd October, 1913. [1232

INTIMATIONS

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the premises of that Company, Peddar Street, Victoria, in the Colony of Hongkong, on SATURDAY, the Twenty-fifth day of October, 1913, at 12 o'clock NOON, when the Subjoined Resolution will be proposed:—

That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10A. "The Company shall pay Dividend, in "respect of any existing or new Shares "of the Company, in proportion to the "amount paid up on each Share where "a larger amount is paid up on some "Shares than on others."

Should the above Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors,
J. H. TAGGART,
Acting Secretary.
Dated this 15th day of October, 1913.
[1205

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on WEDNESDAY, the 29th October, 1913, at 12 o'clock NOON, at the Offices of the JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th October, 1913. [1211

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.
D. CHELLARAM.
Hongkong, 26th July, 1913. [907

JUST UNPACKED!

FINEST Quality "DELHI DURBAR" and "DUCHESS" Satin and Mousseline Black and Coloured for Dress and Evening Wear.

Guaranteed will wash well.

Inspection earnestly solicited.

HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.
Hongkong, 15th October, 1913. [45

FOR SALE
VALUABLE LEASEHOLD PROPERTY
BRITISH CONCESSION,
SHAMEEN, CANTON.

TWO LOTS, Nos. 79 and 80, fronting on the CANAL ROAD, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be Sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 A.M. on THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Undersigned reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—
THE CHINA BAPTIST PUBLICATION SOCIETY,
TUNG SHAN, Canton, China.
[1107

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 107.

JUST UNPACKED!

AXMINSTER PARQUET CARPETS

WOVEN IN ONE PIECE WITHOUT SEAM.

EXCLUSIVE DESIGNS IN EFFECTIVE COLOURS.

READY TO LAY.

3½ by 4, 4 by 4½, 4 by 5, 4½ by 5½ Yards.

FROM $70 TO $200 EACH.

INSPECTION INVITED.

LANE, CRAWFORD & CO.
[46

BECK & CO., BREMEN.
KAISER BREWERY.
BECK'S BEER,
KEY BRAND.
$16.00
PER CASE OF 6 DOZ. PINTS.
" " " 4 " QUARTS.
HONGKONG AGENTS:
MacEWEN, FRICKEL & Co.,
[392

NOTICE.

FRASER & NEAVE'S AERATED WATERS.

The Public are hereby informed that—
MESSRS. HOPMEI & Co.,
74, CONNAUGHT ROAD, WEST.
Have been Appointed SOLE AGENTS in Hongkong for the Sale of MESSRS. FRASER & NEAVE'S CELEBRATED AERATED WATERS.
Shipping, Private Families, Hotels and Contractors Supplied at Moderate Rates.
All Orders will receive our best and prompt attention.
HOPMEI & Co., 74, CONNAUGHT ROAD, WEST, HONGKONG.
Hongkong, 3rd October, 1913. [1158

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
ON SATURDAY,
the 25th October, 1913, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street.

A LARGE QUANTITY OF
GRASS CLOTH GOODS,
AND
DRAWN THREAD WORK.
BEDSPREADS, TEA CLOTHS, CUSHION COVERS, TRAY CLOTHS, SIDEBOARD COVERS, D'OILIES, a quantity of INSERTIONS, EMBROIDERED BLOUSES, BLOUSE and SKIRT LENGTHS, HANDKERCHIEFS, PONGEE EMBROIDERED SILK GOODS, SILK and SATIN SHOES (native), etc., etc.

The above Goods are suitable for X'mas Gifts and will be Sold without reserve.

On View FRIDAY, P.M.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st October, 1913. [1228

TO LET

TO LET.

"RANFURLY," No. 11, Conduit Road.

GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st October, 1913. [65

TO LET

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.
Hongkong, 4th September, 1913. [1035

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited.

Possession, 1st May, 1914, or earlier.

"HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.
Hongkong, 17th September, 1913. [1083

TO LET.

NO. 2, MOUNTAIN VIEW, THE PEAK

Apply—
LINSTEAD & DAVIS.
[780

TO LET.

WHOLE or HALF-PART of the European Residence No. 176, Queen's Road, East, from 1st November, 1913.

Apply—
N. MODY & Co.,
54-56, Queen's Road, Central.
Hongkong, 16th October, 1913. [1214

TO LET

TO BE LET.

FURNISHED. From 1st November, No. 101, THE PEAK.
HASTINGS & HASTINGS,
8, Des Vœux Road Central,
Hongkong, 1st October, 1913. [1140

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, Newly Painted and Colourwashed.
"ROGATE," Austin Road, Kowloon; Unfurnished.
No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.
(From 1st November, 1913.)
No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.
"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 10th October, 1913. [64

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48 with Wharf.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 17th September, 1913. [964

TO LET.

UNFURNISHED. No. 3, MOUNTAIN VIEW
Apply to—
DENISON, RAM & GIBBS.
Hongkong, 17th October, 1913. [1217

TO LET.

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722

TO LET.

OFFICES on First Floor of Hotel Mansions
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd October, 1913. [1144

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., LTD.
Hongkong, 22nd August, 1913. [995

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ..... Yen 10,000,000
Capital Subscribed (paid up) .. Yen 6,250,000
Reserve Fund ..... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Taosui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.
Interest allowed on Current Account Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [69

NEDERLANDSCH-INDISCH HANDELSBANK,
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital .. Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager
Hongkong, 1st July, 1911. [19

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,500,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [139

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July 1913. [879

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 76, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS Gold $7,200,000 equal £1,480,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [1230

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ..... Yen 48,000,000
PAID-UP CAPITAL ..... Yen 30,000,000
RESERVE FUND ..... Yen 18,550,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsin	Liao-Yang	Ryojun (Port Arthur)
Calcutta		
Bombay	London	San Francisco
Changchun	Los Angeles	Shanghai
Dairen (Dalny	Lyons	Tiehling
Fengtien (Mukden)	Nagasaki	Tientsin
Hankow	Newchwang	Tokyo
Harbin	New York	
Honolulu	Osaka	
Kobe	Peking	

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [454

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/— $15,000,000
SILVER $17,450,000
$32,450,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS.
S. H. DODWELL, Esq.—Chairman.
HON. MR. D. LANDALE—Deputy Chairman.

G. Friesland, Esq.	J. A. Plummer, Esq.
E. Goetz, Esq.	W. L. Pattenden, Esq.
C. S. Gubbay, Esq.	H. A. Siebs, Esq
P. H. Holyoak, Esq.	Hon. Mr. E. Shellim.
G. R. Lorenz, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum
For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent per Annum
N. J. STABB,
Chief Manager.
Hongkong, 13th October, 1913. [18

Calder Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

[74

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF VEGETABLE SEEDS

Hongkong, 1st October, 1913. [1153

MARTIN'S

APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house as that on the first sign of any Irregularity of the system a timely dose may be administered. Those who use them recommend them; hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S

APIOL & STEEL PILLS for Ladies

92

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY and to feed the NERVES

CHAPOTEAUT'S

PROSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures *Neurasthenia, Dyspepsia, Insomnia*, and *nervous diseases* in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

123-41

THE NEW FRENCH REMEDY. No. 1. No. 2 Nos

THERAPION Chemists, price 2/9 leading

BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 90, BEEKMAN ST. TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE

A CURE FOR YOU

SEE THAT TRADE MARKED WORD 'THERAPION' IS ON GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS. 175

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin is dedicated to Sir ROBERT HART G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE $3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing

The difference in cost between good and bad printing and material is generally nil

THE "HONGKONG DAILY PRESS" PRINTING WORKS.

Turn out the Best Printing at Reasonable Price.

N.Y.K. "KATORI MARU."

THE ENGINE ROOM.

The engine rooms of the *Katori-maru* have a special interest for marine engineers, and for their information we quote from the *Far East* (Tokyo) a description written by Professor F. P. Purvis, who says:—

In the *Katori-maru* steam is supplied from six single-ended cylindrical (or so-called Scotch) boilers at a pressure of 200lbs. per square inch. In this respect little difference exists between this ship and thousands of others. It is in the machinery proper that all the essential difference occurs. From the boilers the steam passes first through 2 sets of triple expansion reciprocating engines, and from these again through the turbine and into the condenser. Hence the name by which the arrangement on this ship is known, viz., the "combined system," combination, *i.e.*, of reciprocating engines and turbine. There are in the *Katori-maru* 3 shafts and 3 screw propellers. The centre shaft is driven by the turbine; the side shafts have the reciprocating engines, one set of 3 cylinders on the port side, and another exactly similar set of 3 cylinders on the starboard side. The high pressure steam from the boilers divides itself equally between the two sides, expanding from cylinder to cylinder until from an initial pressure of 200 lbs. per sq. inch above the atmosphere it is reduced to 0, or thereabouts, *i.e.*, to atmospheric pressure. Then the turbine takes up the work. Receiving the steam at atmospheric pressure it still has about 14 lbs to work with. At the exhaust end, opening to the condenser, there is a vacuum which varies with the barometric pressure. This vacuum, with a modern condenser, may approach rather close to an absolute vacuum; so that with the barometer standing at 29.9 inches the condenser vacuum may be fully 28 inches, equivalent to a pressure of some 14 lbs per square inch. With this difference between supply and exhaust, the turbine is driven, and takes from the steam all the energy that is left in it.

The question naturally arises as to what advantages this new combination may possess. The answer may be given somewhat as follows:—After years of perfecting, the reciprocating engine, whether of the triple expansion or the quadruple (4-cylinder) type, had about reached its limit. Other possibilities still lay (and lie) before it, but they are rather difficult to realise. Then came the "reaction," or Parsons, turbine—a rotary engine offering tremendous possibilities. (Later again came the "impulse," or Curtis, turbine—offering possibilities in other directions which do not immediately concern us). The rotary principle as against the reciprocating principle, the high revolutions of the turbine, and other features, all told for efficiency. In practice, however, it soon appeared that while high revolutions were good for the turbine they did not make for the efficiency of the screw propeller. Again, with the Parsons turbine high initial pressures are of small value, although with reciprocating engines the higher pressures are of great importance. (In the impulse turbine also high pressure is of great value). Hence arose various arrangements to get improved turbines. One such arrangement is a combination of the two types of turbine. Another is "geared" turbines, where the turbine is run at its best speed and the propeller again at the speed which gives to it its maximum efficiency, the two being coupled together by gearing of the required ratio. A third arrangement is the combined system of reciprocating engine and turbine as applied in the *Katori-maru*. Even in the *Katori-maru* the turbine has to be run at somewhat high revolutions, viz., 192 per minute for high speed of ship. In other designs, wholly turbine, where a high pressure and an intermediate pressure turbine also are used, the diameters become much smaller, and the revolutions much higher, with the disadvantage to the propeller as stated above. In the *Katori-maru* again the reciprocating engines are run at 92 revolutions for high speed; this is a satisfactory rate both for them and for a suitable design of propeller to be driven by them. The large difference in revolutions between these and the turbine shaft has to be accommodated by the pitch (and size) of the propellers. The outside propellers, driven by the reciprocating engines, are given a pitch of 19ft. 6in., to suit their revolutions of 92; the centre propeller a pitch of 9ft. to suit its revolutions of 192. As the pitch of a propeller, so in some ratio and to some degree, must be the diameter; a small pitch can efficiently be associated with large diameter; hence in the *Katori-maru* the outside propellers have a diameter of 16ft. each, the centre propeller 9ft. 6in.

The manœuvring of a turbine steamer always presents some rather difficult problems. A reciprocating engine can be reversed by gear that puts the cranks by which the shaft is turned in their suitable relation to steam admission. Nothing similar is possible in a turbine; to go astern a separate independent go-astern turbine must be fitted, with veins so set that the steam impinges on them in the opposite direction to the go-ahead turbine; manœuvring is then effected by admitting steam to one or other of these two. In the *Katori-maru* the astern motion is given wholly by the reciprocating engines; there is no go-astern turbine. By a very simple contrivance of an automatic valve the turbine is cut out whenever the reciprocating engines are put astern. Should the engine on one side be running ahead while that on the other is going astern, the valve allows the steam from the ahead side to pass into the turbine; under the circumstances it can do little harm, if it does no good: but as soon as both reciprocating engines go astern the turbine is completely cut out. The exhaust steam passes at once from the low pressure cylinders of the reciprocating engines into the condenser. The rapidity with which manœuvring can be done in the *Katori-maru*, at least as far as the engine-room staff is concerned, proved quite a notable feature on Sunday's run. The writer was "below" at the time of returning to the pier at Yokohama, and was particularly impressed with the small loss of time between receipt of an order from the bridge, communicated by the engine-room telegraph, and the response given to the order, by setting one or other engine ahead or astern as the order required.

WM. POWELL, LTD.

TELEPHONE 845!

—LACE ETCHED—

"WESTMINSTER"

NEAT — THIN

ETCHED — CLEAR

PATTERNS. — CRYSTAL.

TUMBLERS	½ Pt.	4.00 Doz.	CUSTARDS		6.50 Doz.
"	¼ Pt.	4.50 "	FINGER BOWLS		75 each.
"	½ Pt.	6.75 "	ICE PLATES		75 "
"	1 Pt.	8.50 "	TANKARD JUGS	1 Pt.	1.75 "
SHERRIES		4.50 "	" "	2 Pt.	2.25 "
PORTS		4.50 "	" "	4 Pt.	2.75 "
CLARETS		5.75 "	DECANTERS	1 Pt.	3.00 "
LIQUEURS		4.00 "		2 Pt.	3.75 "
CHAMPAGNES		7.50 "	CLARET DECANTERS		4.25 "

CHINA AND GLASS DEPT.

6271

INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK. [1049-2

JAPAN AS A PLEASURE RESORT.

Commenting on an article from the *Times* (reproduced elsewhere) discussing the methods by which Japan can best meet her foreign indebtedness the *Japan Mail* observes:—Among the methods proposed is that of encouraging the visits of foreign tourists, and whatever may be thought as to the possibility of the revenue to be obtained from this source being sufficient to pay off the debts of Japan, it is undoubtedly a fact that Japan is failing to obtain all the profit from the tourist traffic that is possible. Of the beauty of Japan there can be no doubt. We who live in the country and have become habituated to the surroundings, sometimes fail perhaps to appreciate it at its full value, but the unanimous verdict is that for scenic beauty Japan, if not unique, is at any rate unsurpassed. Recently, it will be remembered, Mr. Bryce spoke of Japan as being a paradise from end to end and declared that it outrivalled Italy in its scenic attractions. This beauty of their country is fully appreciated by the Japanese, and there is no doubt that foreign admirers are welcomed by them, but there is on the whole a lack of initiative in bringing the attractions of the country before foreign visitors. Some of the very finest spots are to-day practically unvisited by foreign tourists by reason of their inaccessibility or the lack of proper accommodation. What has been done by Switzerland in this respect can be done by Japan, for it can not be said that Japan lags behind Switzerland in her resources. It is true that Japan lies remote from the usual course of travel of Europeans, but to American tourists it would be as easy to come to Japan as to go to Europe, and while Japan could hardly expect to capture the whole of the tourist traffic to Europe from America, influenced as it is by historic associations, it could certainly obtain more than it has at present. What seems to be required is not so much to attract tourists over as to get them to prolong their stay in the country. For this purpose hotel accommodation must be amply provided, and not only this but attention must be paid to the entertainment of the guests. This point has hardly received any consideration at all, even from the Japanese point of view. Japanese, as is well-known, hardly ever prolong their stay at a summer resort beyond a week, a more prolonged stay being apparently looked upon by them as leading to tedium. Whether this arises from the absence of any entertainment is perhaps doubtful, but at any rate this fact has a large effect on the period of residence of foreign visitors. The example of Karuizawa in this respect is a notable one and worthy of attention by Japanese. Even the provision of golf links would serve to appreciably lengthen the sojourn of foreign visitors, and there are numerous other ways of providing inexpensive pleasures which would have the same effect. Japan must not rely solely upon the beauty of her country to increase the tourist traffic; she must attain a reputation of being a good country wherein to spend a holiday, and to do this she must study the provisions made for foreign tourists in other countries.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

Arrived Hongkong on 18th October, 1913, FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M., on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th October, 1913. [1

NOTICE TO CONSIGNEES.

S.S. "NILE."

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board WEDNESDAY, 22nd inst., at NOON, will be landed at Consignees' risk and expense.

Cargo remaining undelivered TUESDAY, 28th inst., at NOON, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, 27th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 21st Nov., otherwise they will not be recognized.

H. C. MORTON,
Agent.

Hongkong, 21st October 1913 [32

ON SALE
AT THE
"HONGKONG DAILY PRESS" OFFICE.

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ..... $1.

Hongkong, 6th October, 1913

MOUTRIE'S

NEW OVERSTRUNG MODEL

$425.

A LIBERAL DISCOUNT FOR CASH.

GUARANTEED FOR FIVE YEARS.

S. MOUTRIE & CO., LTD.

[629-t

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 16th October, 1913. [4

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 20th October, 1913. [60

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.
Agents.

Hongkong, 21st October, 1913. [1231

S.S. "ERNEST SIMONS."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoc" and "Normand" and from Bordeaux ex s.s "Cambria" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 28th inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 30th inst., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 28th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de PUSSIERRE,
Acting Agent.

Hongkong, 21st October, 1913. [2

NOTICES TO CONSIGNEES

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

A.D.O.I. or A.D.O.T.—100 Bundles Steel Sheets, 5 Steel Sheets.

Shipped from Antwerp by Messrs. JOHN P. BEST & Co., as Agents per P. & O. Co's. s.s. "NILE." Bills of Lading dated Antwerp 15/7/13.

THE above packages of Iron arrived here per P. & O. s.s. "NILE" on the 4th September, and are now lying in the Kowloon Godown incurring storage charges. Consignees are requested to present Bills of Lading and take delivery at their early convenience.

E. A. HEWETT,
Superintendent.

Hongkong, 20th October, 1913. [122

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, IMMINGHAM, LONDON AND SINGAPORE

THE Steamship

"GLENTURRET,"

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 11 A.M. on the 20th inst.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 25th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th October, 1913. [1222

FROM EUROPE.

THE H.A.L. Chartered Steamship

"ALBIANA."

Captain Evans, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Stehleck" from Setubal.
Ex s.s. "Bydo" from Drammen.
Ex s.s. "Germania" from Göteborg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th October, 1913. [1225

NOTICE TO CONSIGNEES

FROM YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JELUNGA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.
Agents.

Hongkong, 20th October, 1913. [60

THE OPIUM CASE.

CHARGE AGAINST A BROKER.

At the Magistracy yesterday, before Mr. J. R. Wood, the hearing was concluded of the case in which Ivor Gourgey, aged 30, a broker, was charged with being deficient in his opium stock according to the permits issued by the Superintendent of Imports and Exports.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and Mr. M. W. Slade, K.C. (instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon & Harston), appeared for the defence.

Mr. Slade said he thought it would be convenient if he set out the facts he proposed to prove, and then shortly argue the position in regard to the law if that became necessary. The facts as detailed by Mr. Hodgson, and proved in evidence, were not in dispute at all. The additional facts he proposed to prove were that the chests which were in Sassoon's godown in Ice House Street were identically the same in all respects as the chests which were in Talati's godown in Duddell Street, and which were removed from the latter godown to the former under the appropriate permits with regard to these. There were two permits to cover the whole 15 cases. He would prove that these cases were received into Talati's godown in exactly the same condition and that they were the same chests as were received into Duddell Street, remained there for some considerable time, and were sent on to Sassoon's godown. Unfortunately he was unable to trace them further back, as the man who was in charge of them from the Kowloon Godowns to Talati's godown left the Colony a day or two ago, having fallen ill, and his evidence was not available; otherwise they could have traced them right away through from the very first permit to the present day. So far as the evidence he would be able to adduce showed, the chests had been in the same condition the whole time. There was no question that the chests as landed were not the chests concerned in the charge. The chests which were landed were double the size, or thereabouts, of those with which the Court was concerned, and some time or other—they could not prove when—these smaller cases were substituted for the bigger chests. There was not the slightest doubt about that. The substitution did not take place in Sassoon's godown nor in Talati's godown; the only other time it could have been done was in the cargo boat across the Harbour. There was no proof that this was so, but it was a conceivable possibility. They were weighed in at the Kowloon Godowns, but they were not weighed out. He was sorry to say they had no information to put before his Worship as to the condition of the cases when they were landed. Mr. Gourgey himself never saw the chests. He would put the defendant in the box, not because he had any material evidence, but because he desired that the Court should have the very fullest possible information, and that the matter might be cleared up. The only other information he could give was in regard to the importation of Persian opium. Persian opium which came *viâ* Bombay, if the chests had been landed in Bombay, never exceeded 140lbs. in net weight. If it was merely transhipment cargo, the weights ran up to 180lbs. A certain quantity of Persian opium came out to this Colony, not from Persia direct, but *viâ* Europe, and that cargo came out in chests of all sizes, both bigger and smaller than those which were in question in this case. Persian opium was not sold by the chest on the market in Hongkong; it was sold by weight.

The defendant was then called, and gave evidence in regard to the facts set forth by Counsel.

At the conclusion of his evidence he was cross-examined at length by the Crown Solicitor, who asked why he had the opium consigned to him in such large chests, and the defendant answered that it was at the wish of the shipper. He admitted that opium generally came in small chests when sent through Bombay.

Mr. Hodgson—Is it not a fact that nearly all the Persian opium that comes into this Colony comes from Bombay?—No. Very often we get it from somewhere else.

Where?—From Singapore and London.

So far as you are concerned until quite recently all your importations were small chests?—Yes.

Will you tell me where these extraordinary-sized chests were destined for?—They were to be sold in Hongkong.

Do you agree with me that a permit for the removal of a chest of opium from one place to another would, ordinarily mean the removal of a small chest, having regard to the trade and conditions in this Colony?—I have no idea about that. The permit is for the removal of one chest.

Did it not occur to you that when you asked for a permit, and got it, for the removal of these chests, that you were getting a permit to remove more opium than the Imports and Exports Office were aware of?—No, I took these cases as ordinary cases.

I put it to you that you must have known that you were getting a permit to remove more opium than the Office could be aware of unless you told them?—No, I knew nothing about it.

Why did you get a permit for the chests removed from the s.s. *Assaye* to keep them in the godown?—Because I was negotiating for a loan first. I wanted to see which godown would take them.

In reply to further questions, the defendant said he had no idea that the cases which were brought to Hongkong by the *Assaye* were under suspicion. He believed that it was not till after his arrest that he was informed that the cases had been inspected.

The Crown Solicitor—I suggest that your memory does not serve you correctly in this instance. I suggest you were told of this before your arrest?—I do not think so.

Did you not go to your solicitor (Mr. Shenton) before your arrest in regard to this case?—No. I cannot remember having done so. Immediately after I was arrested I went to Mr. Shenton, as I was puzzled and hardly know what to do.

Assuming that this opium is stolen it means a loss of about $20,000, does it not?—Yes, somewhere about that.

What steps are you taking in the matter? You have not reported it to the police, have you?—No. I am investigating the matter.

What is the extent of your investigation? What steps have you taken to find out these thieves?—Well, I am investigating privately.

Can you tell me why you put these chests in Mr. Judah's godown without getting a receipt for them?—Because I wanted to arrange for a loan.

Now I am going to put a supposition to you, and I will ask you if you agree with me. Suppose that a man brought in chests of opium—big chests—and he extracted, say, half from each of those chests and made the rest up into small chests—he had got his permit, of course—and removed these chests to the place where the permit said they should be, it would be a great advantage to have the opium in his hands without a permit?—I cannot say anything about that.

The Crown Solicitor—Suppose you have got your permit for a chest of opium. Say, you have got a big chest, and extracted half of that chest, and make the other part of the opium into an ordinary-sized case. You have got your permit to put that into the godown, and the other half you have in your hands?—I really deny any idea about these things.

The Crown Solicitor—Surely you can tell the other part of the opium?—I say nothing about such things.

His Worship asked Mr. Hodgson to explain a little more clearly as to what would be the advantage.

The Crown Solicitor—My point is this: The principal advantage of a permit is that the Imports and Exports Office knows where every bit of opium is, and if you have got opium without a permit, then it is untraceable. It can go into China, or can be moved here, there, and everywhere, and has more markets.

Continuing his cross-examination, Mr. Hodgson asked—Can you tell me why it is you are importing Persian opium from London?—It is consigned to me.

And you are sending opium back to London at the same time?—No. The opium that comes to me from London is sold in Hongkong, and that which comes from Persia belongs to my clients. If they wish me to send it to London that has nothing to do with me. That is their business.

Can you tell me why you stopped a recent consignment coming out here to Hongkong at Singapore?—Because it suited me. I could sell it in Singapore.

That was a later consignment than that by the s.s. *Assaye*?—I cannot say exactly.

These were large-sized chests also, were they not?—Some of them were.

I will put this to you.—You can deny it if you like—I suggest to you that you import Persian opium through Bombay from Persia, in small cases, then export it to London, and re-import it in large cases?—No.

It is quite possible to do it?—I do not know. I cannot tell you.

A further witness (a Chinese godown keeper) was called for the defence.

Mr. Slade submitted that the Crown had not established a case, and that if any case had been established, in his Worship's opinion, then he submitted that he had completely answered that case. According to the Ordinance the Crown had not proved that at the time the opium was held under any permit the chests were larger than they were at the present time. The opium coming into the Kowloon Godown was weighed, and then the defendant applied for a permit. What it might have been when it went out he did not say. Mr. Slade also contended that it was quite possible that the opium had been taken by harbour thieves. His Worship knew how marvellously clever such people were, and he (Mr. Slade) believed he was right in saying that two or three years ago a case came before His Worship, in which certain people were charged with stealing blankets, and the way in which those persons opened the boxes and filled them up with inferior goods was wonderfully ingenious. Because Mr. Gourgey did not find out that this opium had been stolen before the Revenue Officers did, the Crown were asking for a heavy fine to be inflicted upon him. "It is a most extraordinary prosecution," he added, "and I do not really believe that I have anything to answer."

The Crown Solicitor briefly replied. The Ordinance stipulated, he said, that the opium must be where the permit said it should be, and if it was not then the law said that the man must be liable. It was very necessary, too, in this Colony because a man must be responsible for bringing stuff into the Colony. If he was responsible, and the opium was not found where it should be, then he was liable. It was not sufficient for him to come into Court and say that the Ordinance was of no use, and that he knew nothing about it. The movements of his opium, the actions of the defendant, and the curious situations in which the defendant found himself in regard to this $20,000 worth of opium, were, he submitted, extraordinary, and was not the sort of position they would expect to find a man like Mr. Gourgey in.

In reply to his Worship, the Crown Solicitor said there was no question of the forfeiture of the opium.

His Worship remanded the case until next Wednesday morning, at 9.30 a.m.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.1. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 370, 566, or 681.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 87 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses [712

SHIPPING IN PORT.

STEAMED.

ATAKA MARU, Japanese scr., 2,596, Noguchi, 6th October—Chingwantao 30th September, Coal.—Mitsui Bussan Kaisha.

BULLMOUTH, British str., 2,607, Hill, 19th October—Balik Papan 12th October, Bulk Oil.—Asiatic Petroleum Co.

CHOWTAI, German str., 1,115, E. Gathemann, 19th October—Bangkok 11th October, Rice.—Butterfield & Swire.

COWRIE, British str., 3,155, Cooper, 8th October—Woosung 5th October, Ballast.—Asiatic Petroleum Co.

DAYLIGHT, British str., 3,599, C. Anderson, 20th October—Kobe 5th October, General.—Arnhold, Karberg & Co.

DRUMELTAN, British str., 1,820, Watt, 16th October—Tsingtau 7th October, General.—Standard Oil Co.

ELSBETH, German str., 991, Berg, 18th October—Phra Nang 13th October, Salt.—Jebsen & Co.

ERNEST SIMONS, French str., 2,899, Brunot, 21st October—Marseilles 21st September, General.—Messageries Maritimes.

GERMANIA, German str., 3,360, C. Jepsen, 19th October—Sydney 8th September, General.—Siemssen & Co.

HEIMFELD, German str., 2,900, Hollern, 21st October—Karatsu 15th October, Beans.—Dodwell & Co.

HOPSANG, British str., 1,359, C. A. Robertson, 19th October—Chingwantao 12th October, Coal.—Jardine, Matheson & Co.

HUE, French str., 716, Cornelinsen, 19th October—Haiphong 18th October, General.—A. R. Marty.

HUICHOW, British str., 1,222, G. Hooker, 21st October—Tientsin 11th October, General.—Butterfield & Swire.

JAPAN, British str., 3,087, Seddon, 19th October—Moji 14th October, Coal.—David Sassoon & Co.

JELUNGA, British str., 3,360, J. R. O. Sullivan, 20th October—Moji 16th October, General.—David Sassoon & Co.

KAISER FRANZ JOSEPH I, Austria-Hungary cruiser, 4,000, H. Ritt v. Nauta, 21st October—Chingwantao 15th October.

KIANG PING, Chinese str., 1,222, Weidemann, 19th October—Wuhu 12th October, Rice.—Chinese.

KIUKIANG, British str., 1,229, Robertson, 18th October—Newchwang 8th October, General.—Butterfield & Swire.

KUMCHOW, British str., 1,423, Martin, 19th October—Olangapo 10th October, Sugar.—Chinese.

KUTSANG, British str., 3,109, R. C. D. Bradley, 19th October—Singapore 13th October. General.—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,468, McArthur, 10th October—Shanghai 7th October. General.—Chinese.

KWONGSANG, British str., 1,416, Bichard, 20th October—Swatow 19th October, General.—Jardine, Matheson & Co.

KYODO MARU, Japanese str., 1,952, Morisaki, 5th October—Newchwang 29th September, Coal.—Mitsui Bussan Kaisha.

LAERTES, British str., 1,340, Wawn, 20th October—Saigon 16th October, General.—Chinese.

LOONGSANG, British str., 1,093, W. G. G. Leask, 21st October—Manila 18th October, General.—Jardine, Matheson & Co.

LUCHOW, British str., 1,221, Meathrel, 19th October—Shanghai 16th October, General.—Butterfield & Swire.

MAUSANG, British str., 1,644, A. C. A. Corneck, 16th October—Sandakan 10th October, General.—Jardine, Matheson & Co.

NILE, British str., 3,135, G. S. Lapraik, 21st October—San Francisco 20th September, General.—Pacific Mail S.S. Co.

PHEUMPENH, British str., W. C. Bird, 4th October—Saigon 29th September, General.—Chinese.

SABINE RICKMERS, Dutch str., 573, B. Y. Jagt, 13th October—Haiphong 11th October, Bulk Oil.—Asiatic Petroleum Co.

SAMSEN, German str., 998, Fr. Bucking, 21st October—Swatow 20th October, Rice.—Butterfield & Swire.

SENTA, German str., 992, Jensen, 21st October—Swatow 20th October, Rice.—Chinese.

SIKIANG, French str., 615, J. Pannier, 7th October—Haiphong 4th October, General.—Messageries Maritimes.

TAISHUN, Chinese str., 1,216, R. G. Paramore, 19th October—Shanghai 16th October, General.—Chinese.

TAIWAN, British str., 1,043, Jenkins, 20th October—Saigon 16th October, Rice.—Chinese.

TANGO MARU, Japanese str., 4,627, M. Yoshikawa, 20th October—Nagasaki 16th October, General.—Nippon Yusen Kaisha.

ULY, Norwegian str., 885, J. Pedersen, 19th October—Bangkok 9th October, Rice.—Chinese.

WONGKOI, German str., 998, H. Oltmanns, 18th October—Bangkok 11th October, Rice and General.—Butterfield & Swire.

YU SHUN, Chinese str., 1,097, A. B Baines, 16th October—Tientsin 11th October, General.—Chinese.

PASSENGERS.

ARRIVED.

Per *Aldenham*, from Melbourne, etc., Mrs. B. L. Michims, Mrs. M. A. Pearce and Miss Evelyn Williams.

Per *Yingchow*, from Shanghai, Mrs. and Miss Harris, Mr. and Mrs. Robb, Messrs. McIntyre, Simpson, Herbert, Rhoderick and Blichert.

DEPARTED.

Per *Sanuki Maru*, for Seattle, etc., Mrs. Egebert and son, Mr. Tame, Miss Sequira and Miss Bretto.

Per *Empress of Japan*, for Shanghai, Mr. S. M. Joseph, Mr. E. Joseph, Mr. Lieh, Mr. Wendt, Mr. Tsutsumi; for Vancouver, Mr. F. E. Baldwin.

Per *Nikko Maru*, for Japan, etc., Bishop Boutflower, Mr. Thomas Bibby, Capt. Blake, Mr. Gomes, Mr. and Mrs. W. C. Bailey, Mr. Leonard Payitt, Mr. Percy Bronton, Mrs. H. Haines and child, Mr. H. Yoshida and Mr. K. Watanabe.

Per *Tango Maru*, for Australia, etc., Mr. Hake, Mrs. Delclanke and family, Mr. and Mrs. F. W. Prising, Mr. and Mrs. R. McVeagh, Mr. John Wilson, Mr. Parties, Mr. E. Busch, Mr. O. H. Porter, Mr. A. de Mange, Mr. Coke, Mr. Butler, Mr. and Mrs. McMann and child, Miss Horton, Mrs. Martins and family, Mr. G. E. Gibson, Mr. R. Heyne, Mr. Stainforth, Mrs. Thomas, Miss Stuffer, Miss Clarke, Miss Henhum, Mr. John C. Curtis, Mr. and Mrs. F. W. Taylor, Mr. and Mrs. D. J. Hathaway, Mr. Jose Rivera, Mr. Louis Rivera, Mr. Morita, Mr. S. Tanaka, Mrs. A. G. Connor, Mr. Y. Ohye, Mrs. Ohye, Mrs. Oki Tatsuye, Mr. Kuwahata, Mr. H. G. Rance, Mr. D. Delphendaht, Mr. C. F. Croswell, Mr. and Mrs. T. Obta, Mr. Juan Poblet and Mr. H. Anerbach.

Per *Katori Maru*, for London, etc., Mr. C. F. McWilliams, Mrs. Charles D. Lambert, Col. and Mrs. C. Gordon, Mr. T. Yamamoto, Mr. K. Ono, Mr. S. Fujita, Mr. and Mrs. G. W. Waite, Miss Waite, Dr. W. G. Collins, Mr. J. T. Wallace, Caldwell, Mrs. N. Ogawa and 2 children, Mr. M. Bremen, Mr. J. H. Wilson, Mr. T. Nambu, Mr. I. Sawamoto, Mr. G. E. Furness, Mr. C. N. de Trafford, Mr. P. M. Innes, Mr. F. Rattinbury, Mr. C. H. Kerr Phillips, Mr. B. Tautomeda, Mr. S. Nagasaki, Mr. J. Konishi, Mr. H. Tamura, Mrs. G. Benson, Mr. A. P. S. Moss, Mr. D. Asakura, Mr. R. Tanaka, Miss Dorothy de la Hey, Messrs. T. Natsumeda, S. Matsukawa, I. Yamone, T. Tominaga, G. Goldie, J. Stewart, W. Ou, G. Coppell, Mrs. C. Shibata, Mrs. H. Koga, Mrs. G. Sugimoto, Miss A. Spon, Mrs. T. Kikuchi, Messrs. T. Tolsma, K. N. Kupemsyr, F. C. Bloomfield, F. Painter, T. Miyake, T. Takahashi, S. Kawai, J. Shirai, Mr. and Mrs. Takai, Mr. Ikeda, Mr. R. C. F. Dodgson, Mr. Munie, Mr. D. Yendo, Mr. Y. Koshimidzu, Mr. K. Takegoshi, Mr. and Mrs. Fujita, Mr. H. E. Hyde, Mr. Thompson and Mr. E. Tonner.

PASSENGERS EXPECTED.

BY P. & O.

Per P. & O. str. *Sunda*, from London September 20th—To Hongkong: Mr. W. Allan, Mr. J. H. Barr, Miss W. Stubbs, Mr. Rennie, Mrs. F. P. Lachlan, Miss D. Stone.

Per P. & O. str. *Mongolia*, connecting with the str. *Devanha* at Colombo. From London October 3rd and from Marseilles October 10th—To Hongkong: Mr. H. H. Gompertz.

Per P. & O. str. *Sardinia*, from London October 4th—To Hongkong: Mrs. G. P. and Miss Lammert and children, Mrs. Barrington, Mrs. Bolton, Miss P. Keith, Miss C. M. Forrest, Mrs. Martin and child, Miss H. Gibbon, Mrs. J. Bucknill and child, Miss N. Wilden, Miss B. E. Newcombe, Miss Bridges, Miss McCurry, Mr. E. Dawson and child, Miss A. Armstrong, Miss C. Boyant, Miss F. O'Dell, Mrs. J. S. Dobie, Rev. and Mrs. J. C. Harlow and children, Mr. Thomas, Mr. and Mrs. W. C. Rothney and children.

Per P. & O. str. *Macedonia*, connecting with the steamer *Assaye* at Colombo. From London October 17th and from Marseilles October 24th—To Hongkong: Mr. A. Montgomery, Capt. W. W. Lindsay, Mr. and Mrs. Shepard and child.

Per P. & O. str. *Simla*, from London October 18th—To Hongkong: Lance-Sergt. W. Rodes, Miss L. E. Walker, Mrs. Kennedy and children, Miss S. S. Ward, Miss L. Bowtell, Major L. L. Hepper, Mrs. C. Parsons, Mr. R. K. Miller, Miss F. Boggs, Mr. and Mrs. E. Walker, Mr. C. Walker, jun., Mrs. Cousins and children, Mrs. Brown.

Per P. & O. str. *Borneo*. From London November 1st.—To Hongkong: Miss M. C. Dawson, Mr. and Mrs. A. E. Spriggs, Mr. M. Bain, Mrs. Copley Foyle and child.

BY N.Y.K.

Per N.Y.K. str. *Mishima Maru*. From London September 13th.—To Hongkong: Miss L. A. Lowden, Mr. and Mrs. A. J. Carter, Mr. and Mrs. W. L. Carter, Mrs. Dalziel, Master G. and Miss J. Dalziel, Mrs. E. Coppin, Master A. Coppin, Miss Coppin, Mr. J. S. McIntosh, Mr. W. Smart, Mr. and Mrs. Kitching, Masters H. D. and G. Kitching, Miss J. Gunther, Mr. and Mrs. A. J. Hadley, Miss Hadley, Miss Wells, Mrs. Ransom, Miss Latimer, Mr. S. Flemens, Mr. C. B. Hayes, Miss A. Fairgrieve, Miss M. Philipps, Mr. and Mrs. Chinchen.

WEATHER REPORT.

On the 22nd at 11.50 a.m.—Pressure has increased slightly over China and decreased slightly over Japan and the Philippines.

A moderate anti-cyclone covers China.

Moderate to fresh monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

N.E. winds, moderate to fresh; fine.

CHINA COAST METEOROLOGICAL REGISTER.

22ND OCTOBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain.
Vladivostock	7 a.	30.10	36	—	NE	1	b	—
Nemuro	6 a.	30.06	—	—	S	1	—	—
Hakodate	„	30.03	—	—	NE	1	—	—
Tokio	„	30.05	—	—	NW	1	—	—
Kochi	„	30.05	—	—	SW	1	—	—
Nagasaki	„	30.09	—	—	NNE	1	—	—
Kagoshima	„	30.12	—	—	NNW	2	—	—
Oshima	„	30.10	—	—	SSW	1	—	—
Naha	„	30.07	—	—	NNE	1	—	—
Ishijima	„	30.05	—	—	NNE	2	—	—
Bonin Is.	„	30.06	—	—	—	0	—	—
Chefoo	„	—	—	—	—	—	—	—
Weihaiwei	„	30.21	50	72	NNW	4	ob	—
Hankow	„	—	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—	—
Kiukiang	„	30.23	56	78	NE	1	b	—
Changsha	„	—	—	—	—	—	—	—
Shanghai	„	30.23	45	—	NE	1	b	—
Gutslaff	„	30.19	60	—	NNE	2	bv	—
Sharp Peak	7 a.	30.19	69	—	W	1	b	—
Amoy	6 a.	30.10	69	65	N	1	b	—
Swatow	„	30.00	64	89	N	1	b	—
Taihoku	5 a.	30.13	—	—	—	0	—	—
Taichu	„	30.04	—	—	—	0	—	—
Tainan	„	30.03	—	—	NE	2	—	—
Koshun	„	30.01	—	—	N	8	—	—
Pescadores	„	30.04	—	—	NE	10	—	—
Canton	9 a.	30.18	80	70	N	2	b	—
Hongkong	6 a.	30.11	72	72	ENE	1	b	—
Gap Rock	„	30.09	—	—	E	3	c	—
Macao	„	30.09	72	—	NNE	1	c	—
Wuchow	9 a.	—	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—	—
Phulien	6 a.	30.12	72	—	NNW	3	c	—
Tourane	„	30.02	77	—	E	7	c	—
C. St. James	„	29.99	75	—	NNE	2	dh	—
Aparri	„	29.95	74	—	SW	1	c	—
Manila	„	29.92	74	—	—	0	p	—
Legaspi	„	29.89	71	—	—	0	p	—
Bacolod	9 a.	29.91	81	—	NE	1	o	—
Iloilo	„	—	—	—	S	1	o	—
Cebu	„	29.91	85	—	W	0	b	—
Labuan	„	29.98	83	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, in the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 22nd

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.05	30.11	30.05
Temperature	79	72	81
Humidity	53	72	45
Wind Direction	ESE	ENE	Eas
„ Force	2	1	2
Weather	b	b	b
Rain		0.00	—

Highest open air Temperature on 21st ... 80
Lowest open air Temperature on 21st ... 72

HONGKONG TIDE TABLE.

From 23rd to 29th October, 1913.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time.	HIGH WATER Height.	LOW WATER H'kong. Mean Time.	LOW WATER Height.
		h. m.	ft. in.	h. m.	ft. in.
Thurs.	23	m 1 26	7 4	m 10 51	2 1
		No infer.	high-water	nor low-water	
Fri.	24	m 3 9	7 2	m 11 50	2 0
		No infer.	high-water	nor low-water	
Satur.	25	m 4 50	7 2	0 38 a	2 0
		7 12 a	5 5		
Sun.	26	m 6 6	7 2	m 0 3	4 5
		7 3 a	6 0	1 17 a	2 1
Mon.	27	m 7 12	7 1	m 1 4	3 6
		7 55 a	6 5	1 51 a	2 3
Tues.	28	m 8 14	7 0	m 2 0	2 8
		8 20 a	7 0	2 22 a	2 7
Wed.	29	m 9 13	6 7	m 2 52	2 1
		8 49 a	7 6	2 52 a	3 1

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. HUNG CHEONG, Haiphong Road

VISITORS AT HOTEL.

HONGKONG HOTEL.

Mr J. M. Aaron
Mr W. Anderson
Mr R. J Archer
Mr F. W. Ashton
Mr A. T Barberini
Mr & Mrs C. Baronsfeather
Mrs Baronsfeather
Mr E. R Bate
Lt-Co. & Mrs Barnes
Mr A. J. Cambridge
Mr & Mrs Carez
Mr & Mrs F. W. Carey and child
Miss D'Almada e Castro
Master D'Almada e Castro
Mr & Mrs F. X. D'Almada e Castro
Mr F. T. Chapple
Mr T. Chiura
Dr A. L. E. F. Coleman
Mr G. P. Curry
Mr C. H. Davis
Mr J. Dewar
Mr O. G. Denison
Mr & Mrs Dertoano and 2 children
Mr & Mrs R. H. Douglas
Mr J. Duncan
Mr & Mrs H. C. Ehrenfels
Mr Denman Fuller
Mr A. Gallotti
Mr & Mrs I. H. Geare
Dr J. M. Gillespie
Mr A. G. Gordon
Mr J. Gourgey
Mr V. Goulbourn
Mr P. O. de Grisogono
Mr & Mrs W. A. Hannibal
Mr P. C. Hall
Dr J. G. Hanna
Mr W. T. Harbord
Mr W. B. Hind
Hon Mr E. A. Hewett C.M.G.
Mr P. W. Hubert
Mr & Mrs R. Innes
Mr E. S. Kabel
Mr W. B. Knapp
Mr J. Knight
Mr A. Krusoman
Mr A. Lamberton
Miss Latimer
Mr T. Leeman
Mr G. T. Lloyd
Mr W. Logan
Mrs T. E. Lumaga
Miss Lumaghi
Mr & Mrs Paillard, maid and child
Mr C. Farebrother Mason
Miss M. Matheson
Mrs R. T. Matheson
Mrs Geo. Martin
Dr O. Marriott
Mr G. W. Mackean
Mr F. A. MacKintosh
Mr B. K. Mehta
Mr J. Mereoki
Mr P. Meyer
Mr G. L. Milner
Mrs J. D. F. Müller
Mr J. D. F. Müller
Dr C. Muller
Miss G. O'Leary
Mr J. Ormiston
Mr A. Otto
Mr J. W. Paton
Mr A. Petersen
Capt M. Picknell
Mr R. de Preville
Mr W. J. Pringle
Mr & Mrs W. von Pustan
Mr E. H. Ray
Mr E. M. Raymond
Mr J. E. Raymond
Mr B. Rewarth
Miss F. Reay
Mr W. M. Ronaldson
Mr E. G. Ross
Mr Rutherford
Mrs Schenk
Mr E. T. Singer
Mr & Mrs E. E. Smith
Miss A Square
Mrs G. H. Swift
Mr G. Voight
Mr L. Watson
Capt Walker
Mr H. C. van Weeren
Capt Weidemann
Mr A. West
Mr F. W. White
Mr G. G. Wood

KING EDWARD HOTEL.

Mr F. J. Cargill
Mr H. Clegg
Dr F. X. Costello
Mr W. Donaldson
Mrs Foy
Mr & Mrs F. E. McHugh
Mr T. Inokuchi
Mr J. Joseph
Mr & Mrs Katewinkel
Capt Keith
Mr & Mrs Kraft
Mr M. F. Murray
Capt & Mrs Gardner
Mr Geo. Grimble
Mr & Mrs Lemaire and child
Mr & Mrs C. Lauritsen
Mr & Mrs Manners
Mr & Mrs J. H. Nash Mody
Mr P. Nanninga
Mr A. P. Nobbs
Capt & Mrs Passmore
Mr M. Roos
Mr H. S. Spurge
Capt & Mrs A. K. Stewart and children
Mr K. Tame
Mr Walker
Mr H. I. Westphal
Mr K Yamada

GRAND HOTEL.

Mr & Mrs an
Mr Amisk
Mr W. E. Bird
Mr & Mrs A. B. Crew
Dr Keyt
Mr Feason
Mrs Forsyth
Mr O Froese
Mr C. French
Mrs Fredenhall
Mr & Mrs Hancock
Miss Harwood
Mr Hayler
Mr C. G. King
Capt J. S. Lowingdon
Mr F. Lorria
Miss Newhaven
Mr Morah
Capt Pollard
Miss Poole
Mr Rayne
Miss Reilly
Mr A. H. Sayce
Miss Saunders
Mrs Smith
Mr Stockweth
Mr C. Weismann

PEAK HOTEL.

Lieut Archer, R.A.M.C.
Mr & Mrs W. Armstrong
Mr T. Arthur
Mr E. F. Aucott
Mrs Auld and children
Mr & Mrs W. C. Barrett and child
Mr & Mrs C. W. J. Bell
Mr G. A. Bena
Fleet Surgeon & Mrs Bernard, R.N.
Mr & Mrs Bayer
Major Bowen, A.F.D.
Mrs Bowdler
Hon Mr Bucknill
Mr W. A. Butterfi
Mr M. Cary
Capt Clarke
Mr & Mrs Currie
Major Davy
Mr & Mrs Doyle
Mr Dixon
Mr & Mrs Dobbee
Mr G. A. Dutton
Mrs Fingalson and child
Mr & Mrs A. Gibson
Lt.-Col. Gordon Hall, R.A.M.C.
Mr & Mrs B. A. Hale
Mr H. Hancock
Mr F. A. Haseland
Rev. & Mrs Hipwell
Capt & Mrs Hodgins
Mrs Hoobrender and child
Maj. Humphrey, R.E.V.
Mr & Mrs W. G. Humphreys
Lt.-Col. H. W. Iles R.G.A.
Mr A. Keith
Major General Kelly
Mr & Mrs E. S. Krauss
Mr Lloyd
Dr Macfarlane
Miss Macher
Maj. & Mrs McMun children & nurse
Mr McNulty
Mr & Mrs E. N. Mitchelmore and child
Rev. Copley Moyle
Mr Parr
Rev. Foster Pegg
Mr T. L. Perkins
Mr J. L. Plummer
Mr Powell
Lt-Col. Radcliffe, R.E.
Mr & Mrs T. Parker Rees
Mr F. L. Relton
Engr. Comdr. Rooms
Lt & Mrs Sharp, R.N.
Mr A. Sinclair
Mr C. Skott
Lt-Col. Usher Smith
Mr & Mrs Soffleti
Mr & Mrs G. E. Stewart and children
Capt & Mrs Stericker nurse and child
Miss Taylor
Mr O. Wagner
Mr N. C. Walker
Capt Whitefield
Mr David Wood

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years,
FROM 1874 TO 1909.

PRICE $2 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA,"

Capt. W. R. Le Mare, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 25th October, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MARMORA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "ARABIA," due in London on the 6th December, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th October, 1913. [1

AMERICAN AND ORIENTAL LINE.
(ANDREW WEIR & CO.'S STEAMERS.)

THE Steamship

"POLERIC,"

Captain James Dye, will be despatched from Hongkong on 28th October for

BOSTON AND NEW YORK

(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to—

THE BANK LINE, LTD.,
Agents.

Hongkong, 8th October, 1913. [1180

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BALTIMORE AND NEW YORK.
S.S. "SURUGA" On or about 15th Nov.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 22nd October, 1913. [1233

THE AMERICAN & MANCHURIAN LINE.
(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"DENBIGH HALL,"

Captain Laidlay, will be despatched from Hongkong on the 7th November for

BOSTON AND NEW YORK,
(With liberty to call at the Malabar Coast.)

For freight and further particulars, apply to—

THE BANK LINE, LTD.,
Agents.

Hongkong, 15th October, 1913. [1207

FOR EUROPE VIA PORTS OF CALL.

THE I.G.M. Steamship

"PRINZ EITEL FRIEDRICH,"

Captain C. Mundt, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GENOA on the 23rd December. This Steamer gives splendid opportunity to reach Home just in time for Xmas. Early Booking Recommended.

For further particulars, please apply to

MELCHERS & Co.,
General Agents, Norddeutscher Lloyd.

Hongkong, 6th October, 1913. [1162

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENTURRET" (Capt. R. WEBSTER),
FOR LONDON, GLASGOW AND ANTWERP.

The above Steamer will be despatched for the Ports named, on or about the 28th November.

S.S. "GLENLOCHY" (Capt. E. J. STALLARD),
FOR GLASGOW, ROTTERDAM AND ANTWERP.

This Steamer will be despatched for the above Ports on or about 15th December.

These Vessels have excellent accommodation for a few Saloon Passengers, all Cabins are Amidships, and the Steamers fitted with Electric Light and Fans in every cabin.

Attention is particularly directed to the Moderate Rates charged, viz.:—

Saloon Passage, HONGKONG to LONDON, GLASGOW, ANTWERP, or ROTTERDAM, £40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st October, 1913. [1229

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	VESTALIA	Brit. str.	—		P. & O. S. N. Co.	On 25th inst.
LONDON, VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	About 29th inst.
LONDON, GLASGOW & ANTWERP	GLENTURRET	Brit. str.	—	R. Webster	SHEWAN, TOMES & Co.	About 23th Nov.
HAVRE, ANTWERP & HAMBURG, &c.	SPEEDMARK	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	On 4th Nov.
HAVRE, EMDEN & HAMBURG, &c.	ARABIA	Ger. str.	k. w.	Bath	HAMBURG-AMERIKA LINIE	On 18th Nov.
HAVRE, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	k. w.	Cornelisen	HAMBURG-AMERIKA LINIE	On 22nd Nov.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 4th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 5th Nov., at D'light.
MARSEILLES & HAMBURG, &c.	BRISGAVIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERIKA LINIE	On 5th Nov.
ROTTERDAM, HAMBURG & ANTWERP	BAYERN	Ger. str.	k. w.	Brahmer	HAMBURG-AMERIKA LINIE	On 3rd Nov.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSEN KAISHA	On 30th inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	SHIDZUOKA MARU	Jap. str.	—	Irizawa	NIPPON YUSEN KAISHA	On 4th Nov., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 15th Nov., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND.	DEN OF AIRLIE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 18th Nov.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	DERFFLINGER	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 29th inst., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c.	PELIA	Aus. str.	—		[illegible] VOGEMS & CO.	About 1st Nov.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aus. str.	—		[illegible] VOGEMS & CO.	On 15th Nov., at 4 P.M.
BALTIMORE & NEW YORK	SURUGA	Brit. str.	—		DODWELL & Co. LTD.	About 15th Nov.
BOSTON & NEW YORK	POLERIC	Am. str.	—	James Dye	THE BANK LINE LTD.	On 23th inst.
BOSTON & NEW YORK	DENBIGH HALL	Am. str.	—	Laidlay	THE BANK LINE, LIMITED	On 7th Nov.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.)	ANDALUSIA	Ger. str.	k. w.	Helfer	HAMBURG-AMERIKA LINIE	On 29th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	3 m.		CANADIAN PACIFIC R. Co.	On 5th Nov., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NILE	Am. str.	—		PACIFIC MAIL S.S. Co.	On 28th inst., 9.45 A.M.
SAN FRANCISCO	INVERCLYDE	Brit. str.	—	Mansfield	JARDINE, MATHESON & Co., LD.	On 29th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 5th Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 8th Nov., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 31st inst., at 3 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	A. Hartzig	MELCHERS & Co.	On 1st Nov., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 5th Nov., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 19th Nov., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 3rd Dec., at Noon.
JAPAN	TITAROSM	Nat. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 28th inst., at Noon.
YOKOHAMA & KOBE VIA SHANGHAI	NIPPON	Aus. str.	—		SANDER, WHELER & Co.	About 30th inst.
MOJI, KOBE & YOKKAICHI	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 12th Nov., at 4 P.M.
KOBE & MOJI	TORILLA	Brit. str.	—	C. J. Swanson, R.N.R.	DAVID SASSOON & Co., LTD.	On 30th inst.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 6th Nov., at 11 A.M.
KOBE	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	About 13th Nov.
CHINWANTAO	HOPSANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., LD.	On 25th inst., at D'light.
CHINWANTAO	WUHU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Montheral	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	INDIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI VIA SWATOW	KWONGSANG	Brit. str.	—	W. P. Bichard	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight.
SHANGHAI TSINGTAU & NEWCHWANG	KIUKIANG	Brit. str.	1 m.	F. Robertson	BUTTERFIELD & SWIRE	On 25th inst., at D'light.
SHANGHAI	YINGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 25th inst., at M'night.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI via NINGPO	CHOYSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD.	On 27th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	Ger. str.	k. w.	Helfer	HAMBURG-AMERIKA LINIE	On 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Brit. str.	—	C. Mundt	MELCHERS & Co.	About 29th inst.
SHANGHAI	BOHEMIA	Aus. str.	—		SANDER, WHELER & Co.	On 1st Nov., at 6 A.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 1st Nov.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	About 1st Nov.
SHANGHAI, KOBE & YOKOHAMA	AMAZONE	Fren. str.	—	Girard	MESSAGERIES MARITIMES	On 3rd Nov.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ST. HELENA	Swed. str.	—		ARTHUR NILSSON & Co.	On 3rd Nov.
SHANGHAI	TJIKINI	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashiro	OSAKA SHOSEN KAISHA	On 29th inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 26th inst., at 10 A.M.
SWATOW, AMOY, NINGPO & SHANGHAI	PAKHOI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at 11 A.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	On 25th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	On 28th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	On 31st inst., at 11 A.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.		W. G. G. Lovsk	JARDINE, MATHESON & Co., LD.	On 25th inst., at 2 P.M.
MANILA, CEBU & ILOILO	TSAN	Brit. str.	1 m.	Wake	BUTTERFIELD & SWIRE	On 23th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	S. Schenk	JARDINE, MATHESON & Co., LD.	On 1st Nov., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 15th Nov., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA S'PORE PORT S'HAM, PENANG & COLOMBO	INDO MARU	Jap. str.	—	K. Komiya	OSAKA SHOSEN KAISHA	On 2nd Nov., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	PENANG MARU	Jap. str.	—	Murazumi	NIPPON YUSEN KAISHA	On 28th inst.
SINGAPORE, PENANG, & CALCUTTA	JAPAN	Brit. str.	—	G. P. Sedden	DAVID SASSOON Co., LTD.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co., LD.	On 25th inst., at Noon.
SINGAPORE & SOURABAYA	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., LD.	On 30th inst., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., LD.	On 1st Nov., at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KANAGAWA MARU	Jap. str.	—	M. Machida	NIPPON YUSEN KAISHA	On 1st Nov.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	MELCHERS & Co.	About 31st inst.
SANDAKAN	MAUSANG	Brit. str.		Cornock	JARDINE, MATHESON & Co., LD.	On 25th inst., at Noon.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL	
STEAMERS	Hongkong	S'hai *Woosung*	Nagasaki	Kobe	Yokohama	Vancouver	St. John	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.
MONTEAGLE	8 Nov.	12 Nov.	Moji 14 Nov.	16 Nov.	19 Nov.	3 Dec.	9 Dec.	16 Dec.
EMPRESS OF INDIA	20 Nov.	23 Nov.	N'saki 25 Nov.	27 Nov.	29 Nov.	11 Dec.	18 Dec.	25 Dec.
EMPRESS OF ASIA	4 Dec.	6 Dec.	8 Dec.	10 Dec.	12 Dec.	21 Dec.	25 Dec.	1 Jan.
EMPRESS OF JAPAN	18 Dec.	21 Dec.	23 Dec	25 Dec.	27 Dec.	3 Jan.	15 Dec.	22 Dec.

From L'POOL		From VANCOUVER						
Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai *Woosung*	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive Moji	Arrive	Arrive
—	—	MONTEAGLE	1 Oct.	17 Oct.	20 Oct.	22 Oct.	25 Oct.	28 Oct.
26 Sept.	3 Oct.	EMPRESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	N'saki 22 Oct.	24 Oct.	27 Oct.
10 Oct.	17 Oct.	EMPRESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.	10 Nov.	13 Nov.
24 Oct.	31 Oct.	EMPRESS OF ASIA	5 Nov.	16 Nov.	17 Nov.	19 Nov.	21 Nov.	24 Nov.
7 Nov.	14 Nov.	EMPRESS OF JAPAN	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC.	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE — Meals and Sleeping	£71.10	£71.10
Car Berth across Canada £6 additional.	£65 —	£65 —
	£43 —	£45 —

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

743]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI VIA SWATOW	"KWONGSANG"	Friday, 24th Oct., D'light.
CHINWANTAO	"HOPSANG"	Saturday, 25th Oct., D'light.
‡ SANDAKAN	"MAUSANG"	Saturday, 25th Oct., Noon.
*SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 25th Oct., Noon.
* MANILA	"LOONGSANG"	Saturday, 25th Oct. 2 P.M.
† SHANGHAI VIA NINGPO	"CHOYSANG"	Monday, 27th Oct., 3 P.M.
YOKOHAMA, KOBE & MOJI	"KUMSANG"	Tuesday, 28th Oct., Noon.
SINGAPORE & SOURABAYA	"CHUNSANG"	Thursday, 30th Oct., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Saturday, 1st Nov., Noon.
* MANILA	"YUENSANG"	Saturday, 1st Nov., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG," "KUMSANG," "LOVAT," "YATSHING" and "SUISANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'sin, Dalny, W'wei, T'tau&N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 23rd October, 1913. GENERAL MANAGERS. [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. ..... will be despatched for YOKOHAMA, KOBE and MOJI at an early date, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 15th October, 1913. [50

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"VESTALIA"	On 25th Oct.
LONDON, ROTTERDAM & ANTWERP	"DEN OF RUTHVEN"	On 10th Nov.
LONDON & ANTWERP	"DENBIGHSHIRE"	On 20th Nov.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF AIRLIE"	On 18th Nov.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE"	On 12th Dec.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. 9.

JARDINE, MATHESON & Co., LTD.,
Hongkong, 20th October, 1913. AGENTS. 49

SHIPPING

ARRIVALS.

ALDENHAM, British str., 2,410, G. L. Smith, 21st October—Melbourne 17th September, General.—Gibb, Livingston & Co.

CHICAGO MARU, Japanese str., 3,832, I. Goto, 21st October—Manila 19th October, General.—Osaka Shosen Kaisha.

DAIGI MARU, Japanese str., 847, S. Takushigo, 22nd October—Tamsui 19th October, General.—Osaka Shosen Kaisha.

HAITAN, British str., 1,600, J. S. Roach, 22nd October—Swatow 21st October, General.—Douglas Lapraik & Co.

INDIA, British str., 2,456, C. C. Talbot, 22nd October—Singapore 18th October, Mails and General.—P. & O. S. N. Co.

KWONGSANG, British str., 22nd October—Canton.

LUCHOW, British str., 22nd October—Canton.

PAKHOI, British str., 22nd October—Canton.

PROTEUS, Norwegian str., 1,024, H. E. Larsen, 21st October—Bangkok 14th October, Rice.—Anguard, Thoresen & Co.

SAMBIA, German str., 3,001, W. Hesselmann, 22nd October—Singapore 15th October, General.—Hamburg-Amerika Linie.

YINGCHOW, British str., 1,246, Pottinger, 22nd October—Shanghai 18th October, Mails and General.—Butterfield & Swire.

DEPARTURES.

October 22nd.

ALBIANA, German str., for Yokohama.
BENMORE, British str., for Nagasaki.
DAGNY, Norwegian str., for Bangkok.
SUNGKIANG, British str., for Hoihow.
KAIJO MARU, Japanese str., for Swatow.
MISHIMA MARU, Japanese str., for Kobe.
NIKKO MARU, Japanese str., for Nagasaki.
TELEMACHUS, British str., for Saigon.

PASSED THE CANAL.

September 2nd—*Kowang Si, Macedonia.*
September 5th—*Indrasamha.*
September 9th—*Calchas.*
September 16th—*Astyanax, Glaucus, Nippon.*
September 19th—*Muncaster, Castle Numur.*
September 23rd—*Glenroy.*
September 26th—*Alcinous, Andalusia, Westphalia, Capri, Glenfarg.*
September 29th—*Himalaya.*
September 30th—*Bloemfontein, Glenlochy, Lothian, Bermuda, Indraghire.*
October 3rd — *Antenor, Australien, Nankin.*
October 10th—*Araginia, Hyson, Somali, Janeta.*
October 10th—*Telemachus, Mandalay.*
October 15th—*Kaga Maru, Lutzow, Socotra, Africa, Amazone, Suevia, Kansas, Rhesus.*
October 17th — *Achilles, Belgravia, Benvenue, E. F. Ferdinand, Nyanza, Sardinia, Annam, Vorwaerts, Furst Bulow, Indrakudla.*
October 21st — *Bentaria, Meinam, Scandia, Magellan.*

ARRIVALS AT HOME.

October 21st—*Indraghire.*

LATEST STEAMER MOVEMENTS

The str. *Indrakilala* passed the Suez Canal on the 17th October, for Hongkong direct.

The Mogul Line str. *Lothian*, from U.K., sailed from Singapore for Hongkong on the 21st October, and is due here on the 27th October, morning.

The C.P.R. str. *Monteagle* left Moji on the 22nd October, midnight, and is due to arrive Nagasaki on the 24th October, at 7 a.m.

The cargo of Raw Silk shipped on board the M.M. str. *Australien*, which left this port on the 8th September, was delivered at Lyon on the 11th October.

THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship

"INVERCLYDE,"

Will be despatched as above on 29th October to be followed by

S.S. "INDRAMAYO,"

sailing about Middle of November.

For Freight apply to

JARDINE, MATHESON & Co., LTD.,
Agents.

Telephone No. 215 Sub. Ex. 9.
Hongkong, 18th October, 1913. [1146

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for KOBE and MOJI on 30th October.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E Drake, will be despatched to SHANGHAI, KOBE and MOJI on 9th November.

WESTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 23rd October, at 3 P.M.

S.S. "JELUNGA," 5,205 tons, Capt. J. R. O. Sullivan, will be despatched as above on 25th October, at 3 P.M.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 21st October, 1913. 60

PACIFIC MAIL S.S. Co.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws. MANCHURIA 27,000 tons, twin screws. KOREA 18,000 tons, twin screws. SIBERIA 18,000 tons, twin screws. ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.	COMFORT. SAFETY. SPEED.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

FIRST-CLASS	to LONDON	Single	£71.10	6 Months Return		£120
" "	SAN FRANCISCO	"	45	6 " "		68
INTERMEDIATE "	LONDON	"	65	6 " "		109
" "	SAN FRANCISCO	"	36	6 " "		54

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing		
* NILE	11,000	"	TUESDAY, 28th Oct.,	at 9.45 A.M.
MONGOLIA	27,000	"	SATURDAY, 8th Nov.,	at 1 P.M.
* PERSIA	9,000	"	TUESDAY, 25th Nov.,	at Noon.
KOREA	18,000	"	TUESDAY, 9th Dec.,	at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 16th Dec.,	at 1 P.M.
* CHINA	10,200	"	TUESDAY, 30th Dec.,	at Noon.
MANCHURIA	27,000	"	TUESDAY, 6th Jan.,	at 1 P.M.
* NILE	11,000	"	SATURDAY, 10th Jan.,	at 9.45 A.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
28th Oct. ...	NILE ...	30th Oct.	30th Oct. ...	MONGOLIA	1st Nov.
25th Nov. ...	PERSIA ...	27th Nov.	13th Nov.	PERSIA	17th Nov.
30th Dec. ...	CHINA ...	1st Jan.	26th Nov. ...	KOREA ...	28th Nov.
10th Jan. ...	NILE ...	12th Jan.	20th Dec.	CHINA ...	22nd Dec.
7th Feb. ...	PERSIA ...	9th Feb	2nd Dec. ...	MANCHURIA	28th Dec.

LET US PLAN AN ITINERARY FOR YOU

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

R. C. MORTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915. [32

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI ...	ST. HELENA" ...	7,500	On 3rd Nov.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

[25

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL.
MARSEILLES VIA PORTS	ATLANTIQUE ..... Capt. Charbonnel	On 4th November.
	ERNEST SIMONS ..... Capt. Brunot	On 18th November.
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE ..... Capt. Girard	On 3rd November.
	AUSTRALIEN ..... Capt. Goubault	On 17th November.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

2]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:		FROM COLOMBO
25th Oct.	"MIRAMICHI"	12th Nov

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong About Middle of February, 1914.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[38

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.

THURSDAY, 23RD OCT., 1913.

8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*

FRIDAY, 24TH OCT., 1913.

8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 26TH OCTOBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *HOI-SANG*, 457 tons

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51

SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU	22,000 tons.
S.S CHIYO MARU	22,000 tons.
S.S. SHINYO MARU	22,000 tons.
AND	
S.S. NIPPON MARU	11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ...	11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.—Through Standard Sleepers. Through Tourists' Sleepers, Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

57]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th November, at 4 P.M.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doc Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "PERSIA," 12,500 tons, will leave as above about 1st November.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne; Paris, Calais or Boulogne, Class I £8.1.6, II £6.1.6.

BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.6.

BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.

BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st November, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "NIPPON," 13,900 tons, will leave as above about 30th October.

Cargo taker at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Princes' Building.

ongkong, 17th October, 1913. [52

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Kawara,	16,000	WED'DAY, 5th Nov., at D'light.
VICTORIA, B.C., and SEATTLE, VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ SHIDZUOKA MARU Capt. Irizawa,	12,500	TUESDAY, 4th Nov., at Noon
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Takeda,	9,600	WED'DAY, 19th Nov., at Noon.
	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, 17th Dec., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ..	‡ KANAGAWA MARU Capt. M. Machida	12,500	SATURDAY, 1st November.
BOMBAY VIA SINGAPORE, and COLOMBO	PENANG MARU Capt. Murasumi,	12,000	TUESDAY, 28th October.
KOBE and YOKOHAMA	KAGA MARU Capt. Sekine,	12,500	THURSDAY, 6th Nov., at 11 A.M.
SHANGHAI, MOJI & KOBE...	BOMBAY MARU Capt. Tozawa,	6,000	SATURDAY, 1st November
NAGASAKI, KOBE & YOKOHAMA			
SHANGHAI, KOBE and YOKOHAMA	‡ COLOMBO MARU Capt. Kawashima,	6,000	MONDAY, 27th October

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER.	Tons	SAILS WED'DAY	
MIYASAKI MARU ...	16,000	" "	28th January.
KITANO " ...	16,000	" "	11th February.
IYO " ...	12,500	" "	25th February.
HIRANO " ...	16,000	" "	11th March.
KATORI " ...	20,000	" "	25th March.
KAMO " ...	16,000	" "	8th April.
KASHIMA " ...	20,000	" "	22nd April.

FOR AMERICA.

STEAMER.	Tons	SAILS TUESDAY	
SHIDZUOKA MARU ...	12,500	" "	27th January.
TAMBA " ...	12,500	" "	10th February.
AKI " ...	12,500	" "	24th February.
SADO " ...	12,500	" "	10th March.
YOKOHAMA "	12,500	" "	24th March.
AWA " ...	12,500	" "	7th April.

With option of Rail between Steamer's Calling Ports in Japan

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241 11—12—13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN ..	Feb. 14	Feb. 20
Jan. 22	DEVANHA ...	Jan. 27	Jan. 31	MOREA ...	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA ...	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA ...	Apr. 11	Apr. 17
Mar. 19	DEVANHA ..	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA ..	Apr. 7	Apr. 11	MONGOLIA ...	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN ...	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65. Return	£97.
	"B"		"	£59. "	£89.
2nd Saloon	"A"	"	"	£44. "	£66.
	"B"	"	"	£40. "	£60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61. Return	£91.
	"B"	"	"	£55. "	£83.
2nd Saloon	"A"	"		£42. "	£63.
	"B"	"		£33. "	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 29
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 13
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 28

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "

FARES TO MARSEILLES:

1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

58

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	INDIA, Capt. C. C. Talbot, R.N.R.	D'light, 24th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*DELTA*, Capt. W. R. Le Mare, R.N.R.	Noon, 25th Oct.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SYRIA, Capt. C. R. Longden, R.N.R.	About 29th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SUNDA, Capt. C. E. Irving, R.N.R.	About 1st Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd October, 1913. [1

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, NINGPO & SHANGHAI	"PAKHOI"	On 23rd Oct., 11 A.M.
SHANGHAI	"LUCHOW"	On 23rd Oct., 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 24th Oct., 10 A.M.
SHANGHAI, TSINGTAU & NEWCHWANG	"KIUKIANG"	On 25th Oct., D'light.
SHANGHAI	"YINGCHOW"	On 25th Oct., M'night.
MANILA, CEBU and ILOILO	"TEAN"	On 28th Oct., 4 P.M.
CHINWANTAO	"WUHU"	On 29th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW," and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

Those Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Hongkong, 23rd October, 1913. TELEPHONE 36. AGENTS. [7

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAITAN"	Capt. J. S. Roach	FRIDAY,	24th Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY,	28th Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY	31st Oct., at 11 A.M.

FOR **SWATOW** AND RETURN
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, WED'DAY,	26th Oct., at 10 A.M. 29th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS

Hongkong, 23rd October, 91. [6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	5th November	On 5th Nov., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

74

HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. ANDALUSIA	29th Oct
S.S. ISTRIA	5th Nov.
S.S. ALTMARK	13th Nov.
S.S. SITHONIA	20th Nov
S.S. PREUSSEN	29th Nov.

For Further Particulars, apply to—

HOMEWARD.

FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):
S.S. ANDALUSIA ... 29th Oct.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BAYERN ... 3rd Nov.
FOR HAVRE, ANTWERP & HAMBURG:
S.S. SUEDMARK ... ... 4th Nov
FOR MARSEILLES & HAMBURG:
S.S. BRISGAVIA 5th Nov.
FOR HAVRE, ENDEN & HAMBURG
S.S. ARABIA ... ... 18th Nov.
FOR HAVRE, BREMEN & HAMBURG:
S.S. WESTPHALIA ... 22nd Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th October, 1913 [9

TOYO KISEN KAISHA.
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.
Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU AND TENYO MARU,
Speed 21 KNOTS, Displacement 22,000 TONS.
and the TWIN SCREW S.S.
NIPPON MARU & HONGKONG MARU,
INTERMEDIATE STEAMERS.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	WED'DAY, 5th Nov., NOON.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.
CHIYO MARU	W. W. Greene	MONDAY, 22nd Dec., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on WED'DAY, the 5th November, at Noon.

SOUTH AMERICA LINE.
In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers—
ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

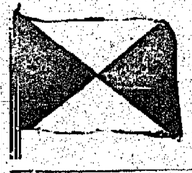
SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of th CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

237

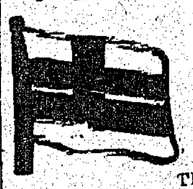


PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR—	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 24th Oct., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Nov., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers,
Hongkong, 20th October, 1913. PHILIPPINES S.S. Co. [10

OSAKA SHOSEN KAISHA.



REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.
IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving	
‡ "CHICAGO MARU"	I. Goto	THURSDAY,	30th Oct., at 1 P.M.
‡ "CANADA MARU"	H. Yamamoto	SATURDAY,	15th Nov., at 1 P.M.
‡ "TACOMA MARU"	T. Hamada	THURSDAY,	27th Nov., at 1 P.M.
† "PANAMA MARU"	J. Kanzo	WED'DAY,	10th Dec., at 1 P.M.
‡ "SEATTLE MARU"	T. Saito	THURSDAY,	25th Dec., at 1 P.M.
† "MEXICO MARU"	N. Kobayashi	WED'DAY,	7th Jan., at 1 P.M.

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given to yard Express connection.

JAPAN-BOMBAY LINE.
FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving	
"INDO MARU"	K. Komiya	SUNDAY,	2nd Nov., 4 P.M.
"LUZON MARU"	H. Yamamoto	WED'DAY,	26th Nov., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY,	26th Dec., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

SAIGON MARU	T. Yamaguchi	WED'DAY,	12th Nov., 4 P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY,	25th Dec., 4 P.M.
"INDO MARU"	K. Komiya		

CHINA AND FORMOSA LINE
FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"DAIGI MARU"	K. Murakami	SUNDAY,	26th Oct., at 10 A.M.
"DAIJIN MARU"	M. Nagano		

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"SOSHU MARU"	K. Tashira	WED'DAY,	29th Oct., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving	
"SOSHU MARU"	K. Tashira	FRIDAY,	24th Oct.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor No. 1 Queen's Building

74

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. F. PRÖSCH,	17,000	Wed'day, 16th Oct., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"P. E. FRIEDRICH," Capt. C. MUNDT,	16,000	About Wed'day, 29th Oct.
MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. A. HURTZIG,	6,000	Saturday, 1st Nov. at 9 A.M.
KOBE	PRINZ WALDEMAR," Capt. H. BREMER,	5,100	About Tuesday, 12th Nov.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Friday, 31st Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th October 1913 [4

PASSENGER SEASON 1914.
NORDDEUTSCHER LLOYD, BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"PRINZ LUDWIG" Capt. F. VON BINZER.	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN" Capt. A. ARLBORN.	17,300 „	ON FEBRUARY 18TH.
*"DERFFLINGER" Capt. F. PROESCH.	17,250 „	ON MARCH 3RD.
"KLEIST" Capt. L. MAASS.	17,000 „	ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH" Capt. C. MUNDT.	17,000 „	ON MARCH 31ST.
"YORK" Capt. F. LOESER.	17,000 „	ON APRIL 15TH.
*"PRINZESS ALICE" Capt. J. BORTEFELDT.	20,300 „	ON APRIL 28TH.

*THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)
EARLY BOOKING RECOMMENDED.
For Further Particulars, please apply to

MELCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913. [59]

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Mongolia* sailed from Yokohama on the 20th October, for Hongkong via Manila. The mail from the United States has been transferred to the T.K.K. str. *Nippon Maru*, which is scheduled to reach Hongkong on the 27th October.

THE AUSTRALIAN MAIL.
The E. & A. str. *Empire* left Sydney on the 13th October, for this port via Queensland Ports, Port Darwin and Manila, and may be expected to arrive here on or about the 5th November.
The I.G.M. str. *Prinz Waldemar* left Sydney on the 18th October, at 11 a.m., and may be expected here on or about the 10th November.

THE CANADIAN MAIL.
The C.P.R. str. *Monteagle* left Kobe on the 21st October, at 10 a.m., and is due to arrive at Moji on the 22nd October, at 6 a.m.
The C.P.R. str. *Empress of Russia* left Kobe on the 21st October, midnight, and is due to arrive at Shanghai on the 24th October, at 7 p.m.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails, with dates from Berlin of the 1st October, left Colombo on the 18th October, p.m., and may be expected here on or about the 29th October.

MERCHANT STEAMERS.
The N.Y.K. str. *Shidzuoka Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 17th October, and is expected here on the 28th October.
The N.Y.K. str. *Penang Maru* (Bombay Line) left Kobe for this port via Moji and Shanghai on the 17th October, and is expected here on the 27th October.
The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port via ports on the 11th October, and is expected here on the 29th October.
The N.Y.K. str. *Colombo Maru* (Calcutta Line) left Calcutta for this port via ports on the 12th October, and is expected here on the 31st October.
The Swedish East Asiatic Co.'s str. *St. Helena* left Port Said on the 8th October, and is expected to arrive here on the 3rd November.
The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port via ports on the 7th October, and is expected here on the 9th November.
The Barber Line str. *Saint Patrick* sailed from New York on the 12th September for Hongkong.
The str. *Glenlochy* passed the Suez Canal on the 30th September, for Hongkong *via* Straits.

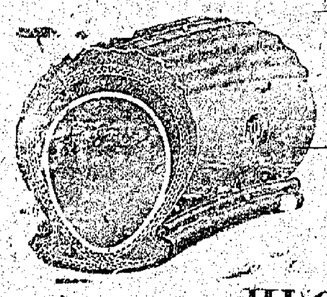
INDO-CHINA STEAM NAVIGATION CO., LTD.
Choysang, from Shanghai, is due in Hongkong 24th October.
Kumsang, from Singapore, is due in Hongkong 24th October.
Chipshing, from Tsingtau, is due in Hongkong 26th Octoger.

SHIRE LINE, LIMITED.
Den of Airlie, from London, is due in Hongkong 13th November.
Vestalia, from Moji, is due in Hongkong 23rd October.
Den of Crombie, from Vancouver, is due in Hongkong 20th November.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.
Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, cruising
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Weihaiwei.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr Hugh P. E. T. Williams, Shanghai
Cherub, water tank and [illegible] 300 tons, 340 i.h.p., Master W. Smith, Hongkong
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong
Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Hongkong
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Hongkong.
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtsze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt F. C. C. Pasco, Labuan.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, C.B.,) 27,000 i.h.p., Capt. E. B. Kiddle, cruising.
Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. F. Bartletot, M.V.O., Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt.-Comdr Alan Dixon, Canton.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Powlett, Cruising,
Nightingale, river gunboat, 85 tons, 240 h.p. Lieut.-Comdr. Malcolm Murray, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. E. J. G. Mackinson, cruising.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for Submarines, 980 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton West River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p. Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns. Commodore R. Anstruther, C.M.G., Hongkong
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. Hon. Guy Stopford Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr H. K. N. Cottrell-Dormer, Hongkong.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, cruising
Virago, torpedo boat destroyer, 390 tons 6 guns, 6,300 i.h.p., Lt.-Comdr. Boddam Whetham, cruising.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, cruising.
Whiting, torpedo boat destroyer 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, cruising.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. Borrett, Yangtsze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. M. B. R. Blackwood, Yangtsze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtsze.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Hongkong

PETER'S UNION



the most durable and economical

PNEUMATIC

for

RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 20th October, 1913. [44-35

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS ARE THE BEST!

LEONHARDI'S

CARBON PAPER

(PURPLE).

$3.50 only Per Box of 100 Sheets.

RETAIL:

WING HING. STATIONER, 25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.

Hongkong, 20th October, 1913. [44-13

NATURA MILK

LION BRAND

BEST STERILIZED MILK

ON THE MARKET.

$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

Tel. 960. 20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 20th October, 1913. [44-45

POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and Countries beyond will be closed in this Office at 5 p.m. on the 7th November. This Parcel Mail, by the long sea route via Gibraltar is due to reach London on the 13th December. The following Mail of the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same coloured wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels may be posted early.

The *Delta*, with the Mails from London (via Siberia) of Wednesday and Saturday, the 1st and 4th inst., is due to arrive here to-morrow.

The *Nippon Maru*, with the American and also with the Mail ex *Mongolia*, is due to arrive here on Monday, the 27th inst.

FOR	PER	DATE
Bangkok	*Elsbeth*	Thursday, 23rd, 10.00 A M
Fort Bayard	*Chongva*	Thursday, 23rd, 10.00 A M
Swatow, Amoy, Ningpo, Shanghai & North China	*Pakhoi*	Thursday, 23rd, 10.00 A M
Shanghai, North China and Japan via Kobe	*Sambia*	Thursday, 23rd, 11.00 A M
Fort Bayard, Haiphong, Pakhoi and Saigon	*Hue*	Thursday, 23rd, 11.00 A M
Swatow	*Wongkoi*	Thursday, 23rd, Noon
Straits and India via Calcutta	*Japan*	Thursday, 23rd, 2.00 P M
Shanghai and North China	*Luchow*	Thursday, 23rd, 3.00 P M
SHANGHAI AND NORTH CHINA... (EUROPE VIA SIBERIA)	*India*	Thursday, 23rd, 5.00 P M
Swatow, Shanghai and North China	*Kwongsang*	Thursday, 23rd, 5.00 P M
Hoihow and Straits	*Chowtai*	Thursday, 23rd, 5.00 P M
Swatow, Weihaiwei, Chefoo and Tientsin	*Huichow*	Friday, 24th, 9.00 A M
Swatow, Amoy and Foochow	*Haitan*	Friday, 24th, 10.00 A M
Philippine Islands	*Zafire*	Friday, 24th, 3.00 P M
Shanghai, North China and Tsingtau	*Kiukiang*	Friday, 24th, 5.00 P M
Chinwangtao	*Hopsang*	Friday, 24th, 5.00 P M
Sandakan	*Mausang*	Saturday, 25th, 10.00 A M
Straits and India via Calcutta	*Namsang*	Saturday, 25th, 10.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON, Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel mail will be closed to-morrow, at 5 p.m.	*Delta*	Saturday, 25th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M; Registration, Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M
Philippine Islands	*Loongsang*	Saturday, 25th, 1.00 P M
Straits and India via Calcutta	*Jelunga*	Saturday, 25th, 2.00 P M
Shanghai and North China (EUROPE VIA SIBERIA)	*Yingchow*	Saturday, 25th, 5.00 P M
Swatow	*Haimun*	Sunday, 26th, 9.00 A M
Swatow, Amoy, Tamsui	*Daigi Maru*	Sunday, 26th, 9.00 A M
Ningpo, Shanghai and North China	*Chaysang*	Monday, 27th, 2.00 P M
Japan via Yokohama	*Kunsang*	Tuesday, 28th, 10.00 A M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 28th, 10.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA, via SAN FRANCISCO	*Nile*	Tuesday, 28th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.15 A M (Registration with late fee of 10 cents up to 10.45 a.m.); Registration B.O. Kowloon 9.30 A M; Letters ... 11.00 A M
Philippine Islands	*Tean*	Tuesday, 28th, 3.00 P M
Swatow	*Haimun*	Wednesday, 29th, 10.00 A M
Chingwantao	*Wuhu*	Wednesday, 29th, 3.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES	*Derflinger*	Wednesday, 29th, Printed Matter and Samples ... 8.30 A M; Registration ... 8.30 A M; Registration, Kowloon B.O. ... 8.00 A M; Letters 9.00 A M
Japan via Moji, Victoria, B.C. and Tacoma	*Chicago Maru*	Thursday, 30th, Noon

COMMERCIAL.

CLOSING QUOTATIONS.

	October 22nd
ON LONDON:—	
Telegraphic Transfer	2/-
Bank Bills, on demand	2/-
Bank Bills, at 30 days' sight	2/-
Bank Bills, at 4 months' sight	2/-
Credits, at 4 months' sight	2/-
Documentary Bills—4 months' sight	2/-
ON PARIS:—	
Bank Bills, on demand	53½
Credits, at 4 months' sight	58½
ON GERMANY:—	
On demand	205
ON NEW YORK:—	
Bank Bills on demand	48⅜
Credits, at 60 days' sight	49⅛
ON BOMBAY:—	
Telegraphic Transfer	149
Bank, on demand	149½
ON CALCUTTA:—	
Telegraphic Transfer	149
Bank, on demand	149½
ON SHANGHAI:—	
Bank, at sight	72½
Private, 30 days' sight	73⅜
ON YOKOHAMA:—On demand	97½
ON MANILA:—On demand—Pesos—98½	
ON SINGAPORE:—On demand	85½
ON BATAVIA:—On demand	121⅛
ON HAIPHONG:—On demand	1½% pm.
ON SAIGON:—On demand	1 „
ON BANGKOK:—On demand	77
SOVEREIGNS, Bank's Buying Rate	$9.95
GOLD LEAF, 100 fine, per tael	$52.50
BAR SILVER, per oz.	28⅜

SUBSIDIARY COINS.

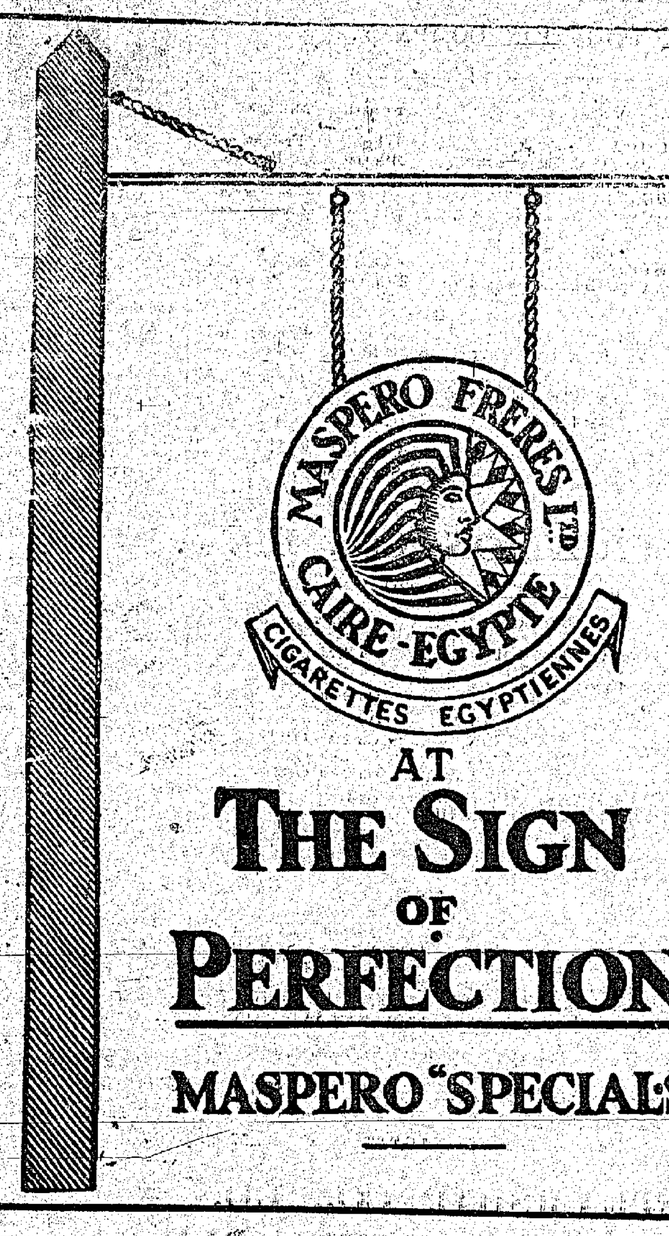
		per cent.
Chinese	20 cents pieces	$8.68 discount.
Chinese	10 „	$8.52 „
Hongkong	20 „	$6.20 „
Hongkong	10 „	$8.10 „

MAILS VIA SIBERIA.

London Date	Due Shanghai
October 3rd.	October 18th.
October 4th.	October 20th.

FORTHCOMING EVENTS.

Saturday, 25th Oct.:—
Noon—Hongkong Hotel Co., Ltd., Extraordinary General Meeting.
2.30 p.m.—Auction of Grass Cloth Goods, &c., at Sales Rooms, by Messrs. Hughes & Hough.
Sat., Tues. and Thurs., 25th, 28th, 30th Oct. and 1st Nov.:—
9.15 p.m.—Entertainment "Twelfth Night" at the Theatre Royal.
Wednesday, 29th Oct.:—
Noon—Hongkong Jockey Club Half-Yearly Meeting.
Wednesday, 5th Nov.:—
2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.



AT

THE SIGN OF PERFECTION!

MASPERO "SPECIALS"

29

SHARE LIST.—QUOTATIONS.

HONGKONG, 22ND OCTOBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$790, sellers / L'don £79	5⅛ p.c.
China Borneo Company, Limited ...	60,000	$12	all	$13½	8½ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$9, sellers	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 146	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$9, sellers	
Dairy Farm Company, Limited	40,000	$7½		$7	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$88½, sellers	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$80, sellers	3 p.c.
New Amoy Dock Co., Limited... ...	10,000	$63	all	$84, sellers	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 57	
S'hai. and Hongkew Wharf Co., Ld.	35,000	Tls. 100	all	Tls. 103	
Green Island Cement Co., Limited... ...	400,000	$10	all	$7, sales	
Hongkong Electric Co., Limited	60,000	$10	all	$43½, sales	4 p.c.
Hongkong Hotel Company, Limited	12,000		all	$125	
	8,000	$50	$25	$85, sellers	5 p.c.
Manila Metropole Hotel, Limited ...	15,000	Ps. 10	all	P3½, sellers	
Hongkong Ice Company, Limited	5,000	$25	all	$160, sellers	5½ p.c.
Hongkong Rope Manufacturing Co., Ld. ..	50,000	$10	all	$23	9½ p.c.
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$10	all	?	
Hongkong Steel Foundry Co., Ld. ...	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	9/3, sellers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$345	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$154, buyers	6½ p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$375, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 137½	
Union Insurance Society, Limited ...	12,403	$250	$100	$793, buyers	6½ p.c.
Yangtsze Insurance Association, Ld ..	12,000	$100	$60	$192½, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$112, sellers	6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9½, sellers	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$46, sellers	7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls 50	all	Tls. 89	
West Point Building Co., Limited ...	12,500	$50	all	$72, sellers	5⅓ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 32	
MINING.—					
Chinese Engineering and M. Co., Ld .	1,000,000	£1	all	32/6	
Heawood Tin and Rubber Estate, Ld	344,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3½, buyers	
Tronoh Mines, Limited	160,000	£1	all	45/-	
Peak Tramways Co., Limited	25,000	$10	all	$10½	7⅓ p.c.
	50,000	$10	$1	$0.90	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Toukin Societe des	13,200	50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited ...	20,000	$100	all	$98, sales	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$35, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld	30,000	$25	all	$8, sellers	
Douglas Steamship Co., Limited. ...	20,000	$50	all	$33, sellers [sal.	5 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	30,000	$15	all	$23½, buy. 23½,	7½ p.c
Indo-China Steam Navigation Co. Ld	60,000 pref. / 60,000 def.	£5	all	$89, / L'don buy. / £8 10/-	
Shell Transport & Trading Co., Ld	2,500,000	£1	all	103/-	6 p.c.
Star Ferry Company, Limited	50,000	$10	all	$58, buyers	3⅓ p.c.
South China Morning Post, Limited	6,000	$25	all	$22, sellers	
Steam Laundry Company, Limited	20,000	$5	all	$4, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	$10	all	$25	
Powell, Wm., Limited	15,000	$7	all	$10, sellers	4 p.c
Watson & Co., A. S., Limited	90,000	$10	all	$7½, sales	
Weissmann, Limited ...	3,000	$10	all	$31	
Union Waterboat Co., Limited ...	50,000	$10	all	$17½, buyers	5½ p.c.

Para Rubber in London ... ... 3/- per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

CREAM.

MILKMAID THICK RICH CREAM

The Cream that can be whipped, but cannot be beaten.

It is simply PURE CREAM.

Contains No PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with stewed and tinned fruits, fruit salads, etc.

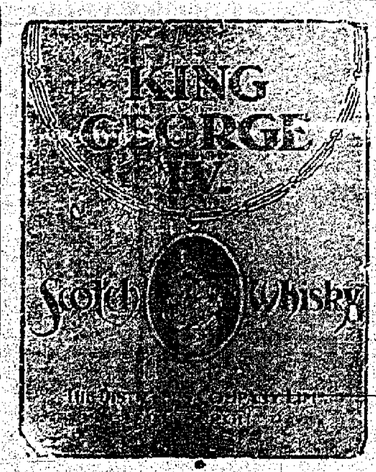
Packed in 3 sizes of tins:—

25 ozs. per 4 oz. tin. / 35 „ „ 5½ „ „ / 60 „ „ 11½ „ „ } nett weight.

You can get it at:—

LANE, CRAWFORD & Co. | THE FRENCH STORE.
H. RUTTONJEE & SON. | THE SINCERE Co.

[34-2



A ROYAL DRINK

"KING GEORGE IV."

SCOTCH WHISKY.

THE TOP NOTCH OF SCOTCH.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

6, QUEEN'S ROAD CENTRAL, HONGKONG.

TELEPHONE No. 135.

[42-1

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—

MANAGER,
Hongkong Daily Press Office.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1913. With INDEX. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th July, 1913.

Printed and Published by BERTRAM A. HALE for the Concerned at 10A, DES VŒUX Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.